

Hongkong Daily Press.

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KOWLOON-CANTON RAILWAY.

STATIONS	(1)														
	No. 1	No. 8	No. 10	No. 11	No. 12	No. 14	No. 16	No. 17	No. 18	No. 19	No. 21	No. 22	No. 23	No. 25	
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.15	
Yuenai ...Dep.	8.40	—	—	9.20	10.08	12.34	1.32	—	—	4.38	5.40	7.38	8.45	9.15	
Shatin ...Dep.	7.01	—	—	8.30	10.20	12.31	1.24	—	—	4.50	5.50	7.50	8.45	9.15	
Twai Market Dep.	7.16	—	—	8.45	10.53	12.49	1.47	—	—	5.04	6.15	8.03	8.45	9.15	
Wing ...Dep.	7.30	—	—	9.00	10.57	12.53	1.51	—	—	5.16	6.27	8.15	8.45	9.15	
Twai ...Dep.	7.30	—	—	—	10.05	10.14	1.03	2.01	—	—	5.15	6.30	8.17	8.45	
Buangshai Dep.	7.35	—	9.07	10.10	10.53	1.03	2.09	3.14	—	—	5.23	6.33	8.21	8.45	
Buangshan ...Arr.	7.41	8.45	9.13	10.16	10.58	1.14	2.13	3.20	3.40	—	5.29	6.41	8.37	8.45	
Canton ...Arr.	—	12.40	—	5.38	—	—	—	—	7.26	—	—	—	—	—	

STATIONS	No.1	No.3	No.7	No.8	No.11	No.17	No.19	No.21	No.23	No.13
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	8.45	8.30
Shumchun ...Dep.	7.18	8.05	10.35	11.49	11.56	3.28	4.39	5.49	6.45	7.04
Shumshui ...Dep.	7.25	8.05	—	—	11.08	—	—	5.56	6.52	—
Fazelin ...Dep.	7.30	8.16	10.47	—	12.07	3.10	4.50	5.00	—	—
TopMarket Dep.	7.40	8.26	10.57	—	12.18	3.21	5.00	6.10	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	12.22	3.26	5.04	6.15	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.36	3.39	5.17	6.28	—	—
Yuenlai ...Dep.	8.11	9.06	11.26	—	12.48	3.51	5.29	6.40	—	—
Kwoon ...Arr.	8.17	9.03	11.32	12.39	12.54	3.57	5.35	6.46	7.28	7.44

**HONG KONG, CANTON AND
MACAO STEAMERS.**

[42]

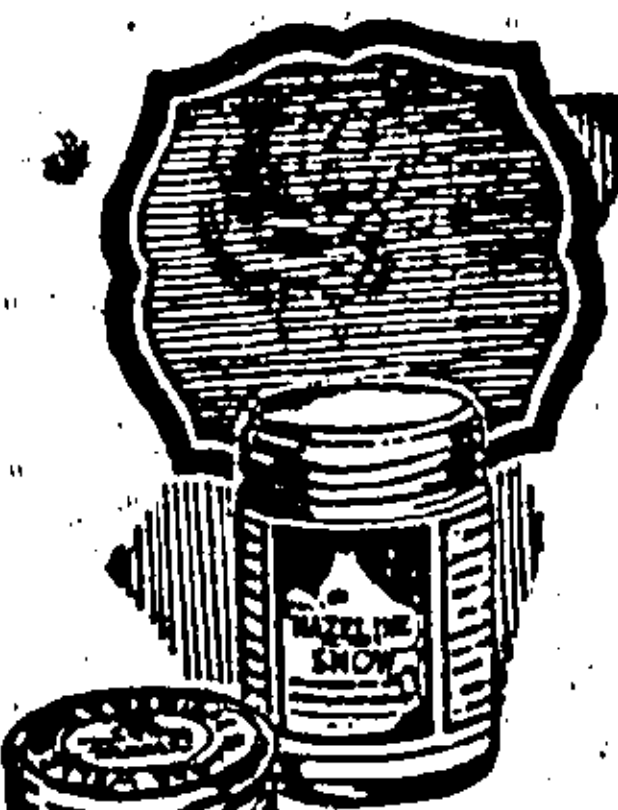
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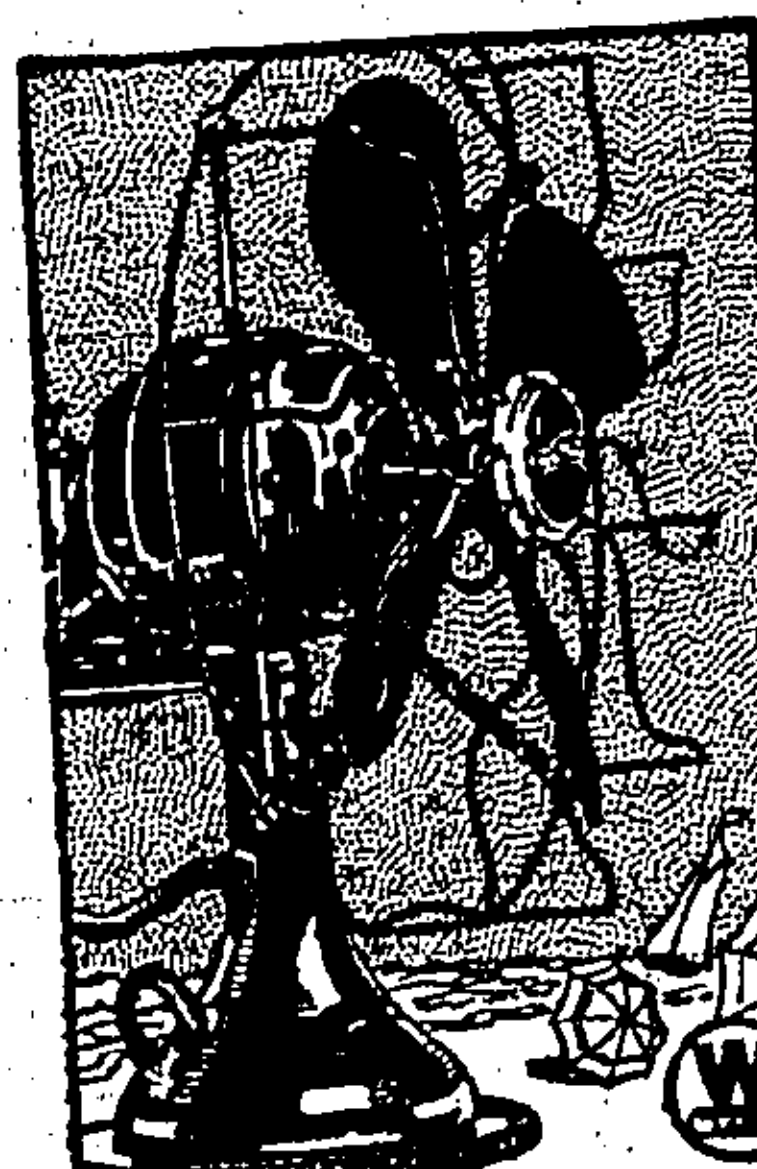
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31, QUEEN'S ROAD, ST. MARKS (2nd Floor), CANTON.

WIDOW'S BLANK CHEQUE.

CRIPPLE FOR TRIAL ON FORGERY CHARGE.

LONDON, May 31st.

Henry Anderson Conroy Irving Eustace, aged 23, a cripple, of Stamford House, Walton-on-Thames, was charged on remand at Marylebone yesterday with forging a telegram purporting to be sent by Mrs. M. B. Stirling to the managers of the Midland Bank, Doncaster, with intent to defraud.

He was also charged with attempting to obtain £8,844 by means of the forged telegram.

Eustace was arrested on his release from Brixton Prison, where he had been committed for contempt in connection with a High Court case.

Mr. Bingley asked if this case was connected with a civil action he had read about in the papers.

Mr. V. Evans, for the Public Prosecutor, said it was. He said that the alleged forged telegram read:

I have drawn three cheques amounting to about £7,000. Please arrange to honour them. I will send cheques in a day or two to cover them. M. B. Stirling.

Mrs. Margaret Berkeley Stirling, a widow now staying at the Great Central Hotel, Marylebone, said she met Eustace when staying at the Alexandra Hotel, Hyde Park, last February.

Eustace, she said, told her that he had been a man of wealth and had lost his money by paying his brother's debts. On March 6th she met Eustace in the drawing-room of the hotel, and he asked her as a favour to let him have four open cheques for one of his open cheques. She agreed, and the exchange was made.

Two days later she received a letter from her bank informing her of the cheques for £8,844 drawn on her account, and pointing out that the £255 in the account would be insufficient to meet them. She denied that she had given Eustace authority to send the telegram to her bank.

Cross-examined by Mr. Levy, defending, Mrs. Stirling said that she had known Eustace about a month when the exchange of cheques took place.

Friendly Sympathy.

Mr. Levy: You had become pretty friendly?—Friendly in the ordinary way as visitors are in an hotel.

Friendly enough to discuss your private affairs with him and he with you?—Naturally, when he told me all about his brother, I had sympathy with him.

You told him you wanted to buy an hotel?—To open an hotel.

And you confided in him to such an extent that on one occasion he went with you to inquire about one?—He went to inquire about one and I went with him.

Where you going to open an hotel between you?—That was the idea. He wanted to open one.

You know he had to find a considerable sum of money to avoid being committed for contempt in the High Court?—I did not.

I suggest that this large cheque was drawn partly to find the money and partly to purchase an hotel?—He read no permission from me to draw a cheque for £8,000.

Mrs. Stirling said that according to his own statement Eustace had £8,000 in the bank, far more than she had.

Motor-car Bought.

Mrs. Stirling said she also discussed with Eustace the purchase of a motor-car.

Mr. Levy: You were very anxious to please him at that time?—There was no necessity for me to please him whatever.

Did you like him?—What, a boy! As a boy.

Mr. Levy said he did not suggest anything that was not perfectly proper, but he put it to Mrs. Stirling that she liked Eustace and spent a great deal of time with him and was anxious to please him.

Mrs. Stirling: We were not on friendly terms more than anybody else.

Mr. Levy: I suggest you gave him one of these cheques for the purpose of buying the car?—I did not.

Mr. Henry Dollman, solicitor, practising as Firth and Company, Chancery Lane, stated that in March last he acted for Eustace in connection with a Miss Cornish and in other proceedings connected with a Mrs. Lindsay White. On March 6th Eustace called upon him and produced four blank cheques signed by Mrs. M. B. Stirling and said he had her authority to draw cheques up to £10,000.

Cross-examined, Mr. Dollman said the cheque for £8,000 was to be put into a special account to be opened at his bank in the name of Eustace and Stirling.

Mr. Bingley: This £8,000 was a big cheque. Did you know who Mrs. Stirling was?—I had never seen her.

This young man you were dealing with in civil proceedings was liable to be committed for contempt of court if he did not pay £3,000. He gives you a cheque for £8,000 and tells you a woman has authorised him to draw cheques up to £10,000.

(Continued at foot of next column.)

RHEUMATISM PREFERS BLONDES.

A DOCTOR'S DICTUM.

RED HAIR AND HEART DISEASE.

Of three great scourges with which Great Britain is confronted—tuberculosis, cancer, and heart disease—the last, according to Dr. T. Jenner Hoskin, Physician-in-Charge of the Cardiographical Department at the Royal Free Hospital, in a lecture at the Institute of Hygiene, is by far the most formidable. In 1925, he said, 142 of every 1,000 deaths recorded were due to diseases of the heart, 117 to cancer, and 22 to tuberculosis.

More than 40 per cent. of the heart troubles were of rheumatic origin, so that it could be stated that approximately 25,000 died annually in Great Britain as the result of rheumatic heart disease.

He said:

My own experience has been that rheumatic heart disease is somewhat more common in the fair-haired Nordic stock, or, to paraphrase Anita Loos, "Rheumatism prefers blondes."

Indeed, I have often remarked on the frequency of rheumatic hearts in children with red hair, when I see in my wards a child with red hair, freckles, and a definite pallor of the face, I make a shrewd guess that "he or she will be found to have been admitted for heart disease, and I find I am right in almost every case."

It has also been my experience in the East End of London that rheumatic heart disease is less common among the alien population, notably Jews and dark-skinned races.

The big Public Schools, without exception, seem to be almost immune from it, and at Eton, in spite of its low-lying situation, where there are over 1,000 boys between the ages of 13 and 18, a case of rheumatic heart disease is of the rarest occurrence.

GOOD IN PUBLIC HOUSES.

RECTOR ON HEALTHY REFRESHMENTS.

"BEST ELEMENTS OF HUMAN NATURE."

HARFORD, May 27th.

The Rev. A. Manby Lloyd, rector of Callow, Herefordshire, gave a congregation by issuing through the Press an appeal to motorists to attend a special series of services at his picturesque church has met with success.

This evening at the first of these services many travel-stained motorists mingled with the usual attendance of farmers, agricultural labourers, and others. Outside was a line of cars ranging from the luxurious saloon to the little runabout.

Mr. Lloyd said in his sermon that he mentioned in his appeal the fact that the church was only half a mile from the Angel Inn because he prided himself on understanding human nature. Continuing, he said:

If you were to ask any London man where St. Xavier's Church was he would not be able to tell you. If, however, you were to ask him where the Elephant and Castle was he would tell you at once what omnibus or tube to take.

The religious man is supposed to regard a public-house as a place of abomination, and he is that spirit I want to contradict. Christianity had nothing to do with what a man eats or drinks. I always find that whatever else I find in a public-house I find some of the best elements of human nature.

I am not in favour of gin palaces which consist for the consumption of bad whisky and watered beer, but I am in favour of healthy rational refreshment.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

RUGBY, June 25th.

Paris	12.50
Brussels	34.92
Amsterdam	12.10 1/2
Berlin	20.41
Copenhagen	18.90
Vienna	34.85 1/2
Helsinki	193 1/2
Oslo	2.7/32
Bucharest	70 1/2
Buenos Aires	4.9 1/2
New York	23.30
Milao	92.75
Stockholm	18.18
Oslo	18.22
Prague	164 1/2
Madrid	29.425
Athens	374 1/2
Bombay	5.28/32
Yokohama	1/5 1/2
Shanghai	2/8 1/2
Hong Kong	2/8 1/2
Silver (spot)	2 1/2
Silver (forward)	2 1/2 1/16

Didn't that make you suspicious?—No, I wasn't suspicious. I believed that the cheque would be met.

Eustace, who pleaded not guilty, was committed for trial.

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H.K. Bank	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Chartered Bank	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Maritime Bank	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
P. & O. Bank	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
East Asia Bank	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Canton Insurance	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
North China Ins.	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Yonghe Insurance	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
China Underwriters	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Hong Kong Fire Ins.	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Douglas	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Steamships	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Tugs	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Indo-China (Fret.)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Shanghai Express	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Waterbury	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Benguet	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Asiatic Mining Co.	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Langkai (combined)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Shanghai Exploration	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Shanghai Loans	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Kaucho	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Tonghai Mines	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. & W. Wharves	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. & W. Docks	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
China Provident	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Hongkong	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
New Engineering	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Shanghai Docks	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Euro Cottons	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Oriental Cottons	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Cottons (old)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Cottons (new)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Lands	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Shanghai Lands	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Hampshire Estates	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Estates	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Tramways	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Peak Tram (old)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Star Ferries	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
China Lights (old)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Do. (new)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Do. (1928 Issue)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Electric	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Macao Electric	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
China House	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Singapore Tractors	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
China Sugars	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Malayan Sugars	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Canton Ice	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Cementa (combined)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Do. (old)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Hops (old)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Do. (new)	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
United Alabaster	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Dairy Farms	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Watsons	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Der A. Wings	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Lane Crawfords	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Mackintosh	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Sinners	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
Wm. Fowells	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Amusement	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Constructions	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Indus. G.A.Bonds	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.
H.K. Govt. Loans	\$1.22 1/2 buy.
Do.	\$1.22 1/2 nom.



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Lot No.	Name of Store	Cargo	Date Stored
559164	R. Pope	2 Cases Personal Effects and Porcelain	9/5/28
D87988	Arthur Nielsen	1 Case Safe	1/3/28
60445	Getz Bros. & Co.	5 Pieces Square Iron	5/6/28
E41910	Davis Co., Ltd.	1 Package Valves	19/4/24
37702	Colonial Commercial Co.	1 Case Show Cards	6/10/21
38315	J. Joseph	47 Cases Furniture (marked E.E.)	13/4/22
41670	H. A. Barbey	5 Cases Chlorate of Potash	5/7/24
33419	Davis Co., Ltd.	1 Bag Broken Glass	17/5/22
33581	Do.	5 Cases Sulphuric Acid	6/7/23
32801	Dr. Wagner	15 Packages Effects	1/7/23
42351	China Trade Developing Co.	1 Case Dye Samples	17/9/24
43454	Kawashima Trading Co.	60 Cases Wood Tar	9/3/25
85068	Andrew Forbes & Co.	1 Case Hats	6/9/24
D83203	Tom Gunn	19 Cases Aeroplane Parts	1/3/18
34083	Tel & Co.	23 Cases Lamp Shades	7/1/17
34190	Do.	2 Cases Strippers	4/12/17
34191	Do.	2 Cases Cord Holders	4/12/17
E31007	Kung On Wing	2 Cases Films	19/4/20
31846	Fung Sang Co.	2 Cases Cotton	3/2/21
E33146	On Tai & Co.	1 Case Cotton Piece Goods	31/5/21
82969	Nam Hing Yuen	1 Bale Paper	5/10/23
34193	On Tai & Co.	8 Cases Account Books	23/6/24
D97045	R. Negre	1 Case Brandy	17/2/18
87230	Do.	1 Case Brandy	5/4/18
97858	Gergin, Drevard & Co.	2 Barrels Wine	23/10/18
98884	R. Negre	73 Cases Chlorate	16/7/19
99302	Do.	1 Case Vermouth	1/11/19
99404	Do.	1 Case Brandy	15/11/19
E13416	Colonial Commercial Co.	5 Cases Stout	14/11/23
13417	Do.	4 Cases Stout	14/11/23
14074	Clifton T. Chang	11 Cases Wine	14/7/24
14075	Do.	8 Cases Wine	16/7/24
F10008	N. Bhimanthal & Co.	9 Cases Liqueur	3/3/25
10039	Magnin General	9 Cases Brandy	17/3/25
17000	Soon Lee Hong	9 Cases Cigarettes	9/4/25
17017	Do.	7 Cases Cigarettes	20/5/25

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

Hong Kong, 26th June, 1928.

[6405]

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JACQUES THIBAUD

DIRECTION—A. STROK.

[6416]

WHY DID FENG TIEN COLLAPSE?

CHANG TSO LIN "LET DOWN" BY HIS SON?

DEFECTIST POLICY.

TYPICAL CIVIL WAR TREACHERY.

The collapse and withdrawal of the undefeated and handsomely kept Fengtien army still has to be satisfactorily explained, but it will probably be a long while before anyone is prepared to do this with authority, writes Mr. Rodney Gilbert in the *N.C. Daily News*. In all Chinese circles it is taken for granted, however, that Generalissimo Chang Tso Lin was in some way "let down" by his son, Chang Hsueh Liang, and by Yang Yu Ting, and that some arrangement which they had with Yen Shih Shan and the South came to naught because of Feng Yu Hsiang's refusal to abide by it when it was too late to check the retreat and make a stand. Just before hostilities with Shansi broke out, it was widely rumoured here that Yang Yu Ting and Chang Hsueh Liang were parties to a conspiracy to force Chang Tso Lin's retirement to Manchuria, "nationalize" themselves and the Fengtien army and come to terms with the other Nationalist groups. This scheme, according to popular tradition, was spoiled by the loyal and conservative commanders who took the father's and not the son's orders and dealt with the Shansi invaders of 1927 as enemies instead of as political demonstrators.

It is now assumed that the younger leaders in the Fengtien group saw in the defeatism that seeped through the ranks after the withdrawal from Changteh and the Japanese agitation for a withdrawal to Manchuria, a fresh opportunity to create a situation, in collusion with Shansi, which would force Chang Tso Lin's retirement and that the apparent collapse was carried out under their orders—the idea being that, after Chang Tso Lin had been persuaded to retire to Mukden, the collapse would come abruptly to an end while Peking was still in Fengtien hands and while it was still possible to form a strong line of defence, within which the young and "progressive" leaders could assume over night a Nationalist guise and announce themselves the local champions and not the enemies of the Three Principles.

During the last few days of May and the first two days of June it seems likely that Chang Tso Lin was the only man in Peking who did not know that his armies were in full retreat and that he would have to return to Mukden. He was persuaded to believe that the lines on the Kin-Han railway were being shortened to strengthen the centre at Hsien, where Sun Chuan Fang had either collapsed again or was preparing to repeat his old performance. Weeks before this he was aware that his son and his son's "modernist" colleagues were not putting the heart into their campaign which their military strength warranted and Peking was diverted with a story of how the elder Chang eloped the younger Chang's face when he explained dilatory procedure by saying that the army was tired of the campaign and wanted an understanding with the enemy. He was then quoted as saying that if the army lacked spirit, the responsibility lay with its spiritless leaders.

It would appear, however, that no one had the courage to tell him how badly he was being "let down" until some time on Saturday, June 2nd, the day before he announced his departure. Even then he evidently had enough confidence left in his son and his son's colleagues to believe that they would execute an orderly and well covered withdrawal and suspected neither that they were conniving with his enemies to "nationalize" his armies and stay on in Peking nor that they would fly in a panic and leave his army to find its own way home.

The Dream Shattered.
Chang Tso Lin left Peking after midnight on Monday, June 4th, and arrived on the outskirts of Mukden early on Tuesday morning where his carriage was so thoroughly and scientifically bombed. It was during that same Tuesday (June 5th), before the news of the assassination reached Peking that the news leaked out through a dozen channels that, with the "old man" gone, there was no urgent need for the departure of the younger leaders and that they might not, indeed, go at all.

It had scarcely been clearly understood that they proposed to remain in Peking as the heads of a nationalized Fengtien army, by virtue of an agreement with Chiang Kai (Continued on next column).

PEKING DRAWS BREATH ONCE MORE.

SHANSI TROOPS ADMIRABLE IN BEHAVIOUR.

UNCERTAINTY OF FENG YU HSIANG'S INTENTIONS.

PEKING, June 15th.

Peking is enjoying at the moment a period of relaxation to which the community feels that it is entitled after the uncertainties and strain of the past two weeks, writes Mr. Rodney Gilbert in the *North China Daily News*. The entry of Nationalism, in the persons of the first detachments of very tired and dirty Shansi troops, is presumed to have ended at least one phase of the greatest bloodless war that has ever raged around the Metropolis. The biggest and best equipped military organization in China, which registered a victory in every encounter that it had with its various enemies, is in full retreat towards Manchuria and the dispirited Shansi army—or Chin Chun as it is technically known—after having been decisively beaten in every conflict that should be described as a battle, has made a victorious entry into Peking despite even the presence of the much more powerful and determined Kuomintang.

Best Behaved Troops Yet Seen.

The verdict of the country folk about the Shansi soldiers is that they are the friendliest and best behaved troops that have ever come into this district. They seem utterly devoid of the swagger that we have all learned to expect from even the best disciplined forces and they are so far from being assertive that their attitude towards both foreigners and Chinese seems almost apologetic. It is very evident that instead of being pumped full of inflammatory doctrine and anti-foreign venom, every soldier has been told that he is expected to behave as a perfect gentleman and that the success or failure of the expedition depends upon the army's reputation.

As the first telegraphic reports have undoubtedly made clear, the Shansi commanders did not put their best foot foremost when they marched their first battalion into the west gate of the outer city. Indeed a sadder military unit has not tramped into Peking for many years. After some months in the open, the men were burnt black and the uniforms were discoloured and tattered. They were tired and made little effort to preserve a military formation as they shuffled along. In the vast numbers who could still keep together and march; behind straggled scores of little groups of the footsore and exhausted. Dozens of them had lost their caps and had their heads tied up in rags. Some had discarded the last shreds of their uniforms and shuffled dejectedly along in their underwear. The ponies looked thin and seedy and the equipment shabby. There was the usual very large element of decrepit old men and of half-grown boys.

The most amusing feature of this pathetic display was the consternation on the faces of the hundreds of student delegates from various schools and colleges, with flags as big as bed sheets and badges pinned all over them, who went out to meet the "victorious" heroes. Most of them had just seen Pao Yu Lin and his crack unit march snappily away and the contrast was apparently too much for them.

Cheerful And Friendly.

Just why this very miserable showing was necessary has not yet been explained, but during the days that have since elapsed, thousands of Shansi troops have either entered the city or taken up quarters in the neighbouring barracks who would compare favourably with any soldiers in North China who had just come to the end of a protracted campaign in the field and long marches in the trying heat.

Shek and Yen Shih Shan, when the further news went around that the agreement had been cancelled because of Feng Yu Hsiang's determined opposition. According to subsequent additions to the account Yang Yu Ting came into possession of a telegram from one Nationalist camp to another, in which it was pointed out that since the young Fengtien leaders had retreated too far to set up a business-like defence against Feng Yu Hsiang, and since Feng seemed determined to ignore all understandings with Yang Yu Ting, it behooved the Shansi and other nationalists to ignore the agreement also and forestall Feng to Peking.

In something of a panic, the Fengtien conspirators wired to Yen Shih Shan and asked for an explanation and received a reply which they considered evasive enough to be very alarming. That same day came the news of the bombing of Chang Tso Lin's train and evidence that both the Shansi armies and Han Fu Chu's Kuomintang were racing towards the capital. All Fengtien guards were down and it was too late to organize a defence so that the watched conspirators took to their motor-cars and bolted.

They are well equipped, bright-eyed and wiry, execute their movements with better form and precision than most Chinese soldiers on the march and are strikingly cheerful and friendly.

As compared with the Chihli, Shantung and Fengtien troops to whom we are accustomed the newcomers are noticeably short and sturdy, and the villagers who line the roadsides as they file past look down on them with benign approval because they demand nothing, show no truculence and pay for whatever trifles they want along their route in silver and not in strange paper as all newly arrived soldiers have done in the past. They are great water consumers in this heat and, in return for their very modest and decent attitude, the country folk have already paid inexpensive tribute by setting out rows of buckets, which they fill up as they see a column approaching, and into these the men dip with their enamelled cups as they pass. In addition to all the ordinary soldier's gear, the Shansi men are all draped with hand-grenades which stimulate a lot of amusing speculation among the rustics.

Too Good To Last.

Perhaps the best indication of their character and temper is their behaviour on the streets and roads. Ordinarily the Chinese soldier takes the middle of the highway and is very surly indeed if he has to give way to anything. These men seem to be trained to make as much room for traffic as possible. Motor-cars are evidently a novelty to their cart and pack mules and when one meets them in a narrow roadway there is much havoc in the ranks, but such occurrences elicit no unpleasant remarks.

The commonest Chinese comment upon all reports of Shansi's good behaviour or good intentions, as set forth by the various military and civil officials who have come in, is that the Shansi regime will not last long—it's too good to last. There seems to be a feeling that decency and moderation are out of keeping with the spirit of the times, that a Shansi administration in the capital is bound to be short-lived—merely the pleasant prelude to unlimited disorder and chaos which will commence when the reformers begin to arrive and elbow these amiable mountaineers out of the high places.

It is the general conviction that in spite of all opposition Feng Yu Hsiang is determined to be the master of Peking and Tientsin in the very near future and that neither Yen Shih Shan nor Chiang Kai Shek will be prepared this year to resent openly the establishment of a Kuomintang administration in Chihli.

Feng The Most Powerful.

Shansi is impoverished and short of ammunition and other essential supplies. The Nanking expedition is crippled in the North by the Japanese barrier on the railway at Tsinanfu. Fengtien can be safely eliminated for at least a year and no one believes that the Wu-Han folk dare make war north of the Yellow River even if Feng resigns Honan to leave without opposition. There is nothing therefore to prevent Feng Yu Hsiang from breaking faith with his allies here in the North even while voicing the sturdiest adherence to the Three Principles, posing as a pillar of the Kuomintang and insisting that he is Nanking's loyalist and most obedient servant. The next prospect would then be a war next year when all the other Nationalists felt strong enough to denounce Feng as a rebel and a Red, to oust him from the coveted capital.

This is not the writer's prognosis, but a very general and naturally gloomy conviction throughout the Chinese as well as the foreign community.

CINEMA NEWS.

"TWELVE MILES OUT" AT THE QUEEN'S.

"Twelve Miles Out" is an adaptation of a stage success based on the war between the revenue service and rum-runners. John Gilbert has a different role to any he has hitherto taken and appears as a gay, dashing young dare-devil who is cheated of his sweetheart by the leader of a smuggling gang. Joane Crawford and Ernest Torrence play the other two important roles. In the picture, much spectacular detail impossible on the stage has been added including the race between rum-runners and revenue men, an elaborate dancing spectacle which takes place in a night club, and other dramatic incidents. "Twelve Miles Out" is spoken of as Gilbert's biggest picture since "The Big Parade."

The Juvenile eccentric dancers, Miss Cherie Valentine and Miss Tomasita Birdwell, will appear nightly until Saturday at the 9.20 p.m. performances in a complete change of programme.

BATTLE, MYSTERY, INTRIGUE and LOVE!

THE THRILLING STORY of a gay young dare-devil who turned to the sea for excitement and danger—got it—and of how love won him his regeneration!



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JUVENILE ECCENTRIC DANCERS
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MARY ALDEN

IN

A WOMAN'S WOMAN

With

DOROTHY MacKAIL and HOLMES HERBERT.

AT THE

STAR

FINAL SHOWINGS TO-DAY

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SPITTING!

PROPOSED NEW BY-LAW DISCUSSED BY
SANITARY BOARD.

CAN THE HABIT BE STOPPED?

The suggested new by-law to make spitting in public places illegal was the cause of a long argument at the meeting of the Sanitary Board yesterday. The general consensus of opinion among the Chinese members appeared to be that the realisation of when and where expectoration was permissible was a shibboleth of the educated, and that the coolie class could not be expected to realise the nature of his offence. Legislation in the opinion of Dr. S. W. Tso was useless and he added "if the by-law is to be a dead letter it is better to be without it." Mr. J. P. Braga said that 90 per cent. of the Chinese population of Hong Kong was illiterate and that the posting of bills and distribution of leaflets as had been suggested would accomplish nothing.

An extract from a treatise prepared by Dr. H. E. Scott on Tuberculosis read by Mr. Carrie also caused an argument. Dr. Scott maintained that comparatively little damage was done by the habit of spitting in the open, and it was the spitting-in-the-privacy of a man's own house which was the source of most infection. Dr. W. V. M. Koch said he very much doubted if this were true and pointed out that the drying effect of the sun and air did much to disseminate the germs.

Not Too Strictly Enforced.

Mr. W. J. Carrie (Chairman) said that the Medical Officer of Health had prepared a minute suggesting an Ordinance making expectoration in public places illegal. Personally he thought it would be a pity, because although it had been attempted in the past, and withdrawn, there had been a noticeable change in the habits of the people for the better, and the Chinese were now very apprehensive about the ill effects of spitting. He thought that a by-law of this nature need not be at first rigorously adhered to, and that commonsense and latitude might be allowed. He was strongly in favour, however, of a by-law making expectoration illegal in public conveyances and on the side walks. If this by-law were enacted it might seem very hard, but the knowledge that expectoration was a dangerous habit would stick in the minds of the people. They would realise that it was not only illegal and offensive but unhealthy. Imitation played a great part in such matters, one man spat because he saw another do so, but if many were constrained from fear of punishment or knowledge of the danger, others would follow suit.

90% Of Hong Kong Chinese Illiterate

Mr. J. P. Braga said that he was one of the members of the Board who had asked that the question should be discussed. The Medical Officer of Health had a minute in favour of the enactment of the by-law in question. From a medical point of view there was everything to be said in its favour, but they must rely more on education. The City of Hong Kong had 90 per cent. of illiterate people, who had not reached the educational standard at which they could enforce the penalties enacted for spitting on the roads. The public conveyances—trams, buses and ferries, etc.—had their own by-laws against the habit and posters explaining the reason. Were the Board to enact a by-law making it an offence to spit in public places much of the time of the police would be diverted from their other duties to taking offenders to the Police Station. He would prefer to see the people educated, he suggested that hand bills should be posted on the lamp standards, in the market and on the ferries and wharves. He was in favour of a permanent appeal rather than spasmodic campaigns of propaganda such as had been tried in the past.

Habits Cannot Be Changed By Law.

Dr. S. W. Tso said what they wanted to prevent was people spitting in public places. He thought the notices already posted in public vehicles and on the ferries were obeyed. These notices were in the nature of an education for the masses, they explained the reason for the by-laws and he thought the majority of the people realised the danger of the practice enacted against. It would never be effective to try to force the people to change their habits by law. Every man should look after the people in his employ in his own offices and home and try to educate them against spitting. If an employer were to dismiss any man who spat he would have to carry on his business by himself; he could only teach them the objectionable nature of the habit. Nothing could be done except by education. If the by-law were to become a dead letter it was better to be without it.

Lectures And Cinematograph Pictures.

Dr. S. C. Ho said that they all agreed that education was the only method. Just putting up notices was not going to do everything since a large proportion of the people concerned could not read. It would be better to have lectures, illustrated by magic lantern slides or cinematograph pictures, showing the germs and the terrible effects of tuberculosis, given in public places. These would make an effect which would not easily be forgotten.

He suggested that a committee representing the Y.M.C.A. and St. John Ambulance Brigade should be formed to undertake these public demonstrations.

Indoor Or Outdoor Spitting The More Dangerous?

Mr. W. J. Carrie (Chairman) said that the discussion had originated from a resolution submitted by Dr. Koch a few weeks ago, the reply to which had that day been received from the Government. The Medical Officer of Health having received this spur had made a few suggestions to him (Mr. Carrie), one of which was to find the connection between spitting and tuberculosis. He had looked up the files for 1908 and found the subject had been discussed then. It was discussed again by the Board between 1922-23 and 150,000 pamphlets had been distributed. He had also found an extract from a paper prepared by Dr. H. E. Scott on tuberculosis in Hong Kong. Dr. Scott had pointed out that expectoration was the direct cause of tuberculosis but he had said that spitting on the floors of rooms where people lived was more dangerous than spitting out of doors. Even if it were stopped in public places, there was no deterrent against spitting indoors. This, said Mr. Carrie, was the strongest argument against the proposed by-law. With reference to the lecture scheme suggested by Dr. Ho he felt that it did not do much to solve the problem as the man intelligent enough to go to a lecture and understand it would be the intelligent enough to realise the danger of spitting. The education of the rising generation was the one hope.

Time A Start Was Made.

The Medical Officer of Health (Dr. G. W. Pope) said that 90 per cent. of the children of the Colony did not attend school and so would learn nothing there about hygiene. It was not so long ago that spitting was prevalent at Home. It had been practically stopped there and it was time a start was made here. It had been said in the course of the discussion that the police were nearly as great offenders as the Chinese coolies, and if the by-law were enacted it would be the duty of those in charge of the police to draw their attention to this fact, and also to the necessity of enforcing the law on others. Dr. Scott was right in his statement regarding the comparative danger of spitting in or out of doors but he did not think that that meant that a law against spitting in public places was useless. The man who could refrain from spitting in public would in course of time cease to spit in his own home and not allow any one else to do so. The whole thing must be done gradually.

Dr. Koch said that spitting in the house was more dangerous than out of doors.

Mr. Carrie: "Yes, he did." The extract in question having been read to the meeting by the Chairman, Dr. Koch said, "I very much doubt if that is correct."

The M.O.H.: "I agree."

Spitting In The Street. Dr. Koch said that spit lying in the open was dried by the action of sun and air and the germs were carried by the wind. People could not help breathing them in, and if they had a tendency to the disease they would catch tuberculosis. Indoor spitting was not so dangerous as it was either into spittoons on a floor or into Chinese houses, which were generally damp. It would not be brushed and washed away, Mr. Carrie: "You cannot make a by-law to forbid spitting on the pavements but not on the road."

The M.O.H.: "Why not?"

Tuberculosis Increasing. Mr. Wong Kwong Tin asked the M.O.H. if the figures for tuberculosis had increased. He said he believed that the people realised the danger and that public spitting had been abated, and that there was no cause for alarm.

(Continued on next Column.)

WAR MEMORIAL.

DEFINITE PLANS FOR NURSING HOME.

THE KELLET RIDGE SITE.

OFFICIAL STATEMENT.

The War Memorial Nursing Home, about which there has been so much talk and so many delays of a nature rather incomprehensible to the general public, is to be erected in the near future on Kellett Ridge. Two lots of land covering a total area of 50,000 feet have been purchased on Kellett Road not very far from the Matilda Hospital, and it is hoped to begin levelling operations at an early date.

NEW MOTOR ROAD.

The plot lies between two existing roads one, it has not yet been decided which, is to be widened for motor traffic so that it will serve both the Matilda and the New Nursing Home. The plans have not yet been finally decided upon but there is a suggestion which may very possibly be accepted of a long narrow one storey building, not unlike an elongated Greek temple with its row of plain pillars running almost the whole length. Should future requirements make it necessary a second storey could be added.

TO BE SELF-SUPPORTING.

It is understood that the Nursing Home will be for all classes of English people and that several free wards will be provided; in the other wards charges will be made. The patients will be attended by their own doctors. The War Memorial Nursing Home is to be self-supporting, and estimates of the cost of maintenance are being prepared with data supplied by the Matilda Hospital. Sufficient money will be left after the building is completed to endow the home adequately.

The following statement has been issued to the press by the Memorial Committee, which now comprises Mr. N. S. Brown (Chairman), the Hon. Mr. B. D. F. Beith, the Hon. Mr. A. C. Hynes, Mr. V. M. Grayburn, Mr. T. G. Weall, the Hon. Mr. W. E. L. Shenton, and Mr. W. H. Bell.

DIFFERENCES OF OPINION.

Up to 1921 there was considerable divergence of opinion as to what form the Colony's War Memorial should take. In March, 1921, it was decided to erect a memorial modelled as closely as possible to the Cenotaph in Whitehall. This was eventually unveiled in 1923. Later in 1921 the idea of a Memorial Nursing Home or Hospital was mooted and energetically supported by the late Sir Paul Chater and the War Memorial Committee. In October, 1921, Sir Reginald Stubbs promised to commend the Council to provide a site for such a hospital and to subscribe a sum of \$200,000. This was eventually paid and the fund for the erection of a Nursing Home was further augmented in 1922 by contributions from the estate of the late Granville Sharp.

STUBBS ROAD SITE.

The Government offered a site on Stubbs Road which was duly accepted, and at a meeting of subscribers on April 18th, 1923, the late Sir Paul Chater outlined the scheme and invited subscriptions. Work was commenced on the site and at a meeting of the Committee (Continued on next Column.)

The M.O.H.: "The figures have gone up."

Mr. Wong Kwong Tin: "If the figures have gone up is not that due to the increase population?" Dr. S. W. Tso remarked that the meeting did not appear to have a grasp of Chinese psychology. If you asked a Chinese politely to refrain from spitting he would do so, but he would not alter his habit because of a law.

The discussion was adjourned to the next meeting.

Dr. Pearce's Book On Hygiene.

The only other business was the reply from the Director of Education to the question, asked by Dr. W. V. M. Koch at the last meeting, as to what book was used for the teaching of hygiene in the schools of the Colony.

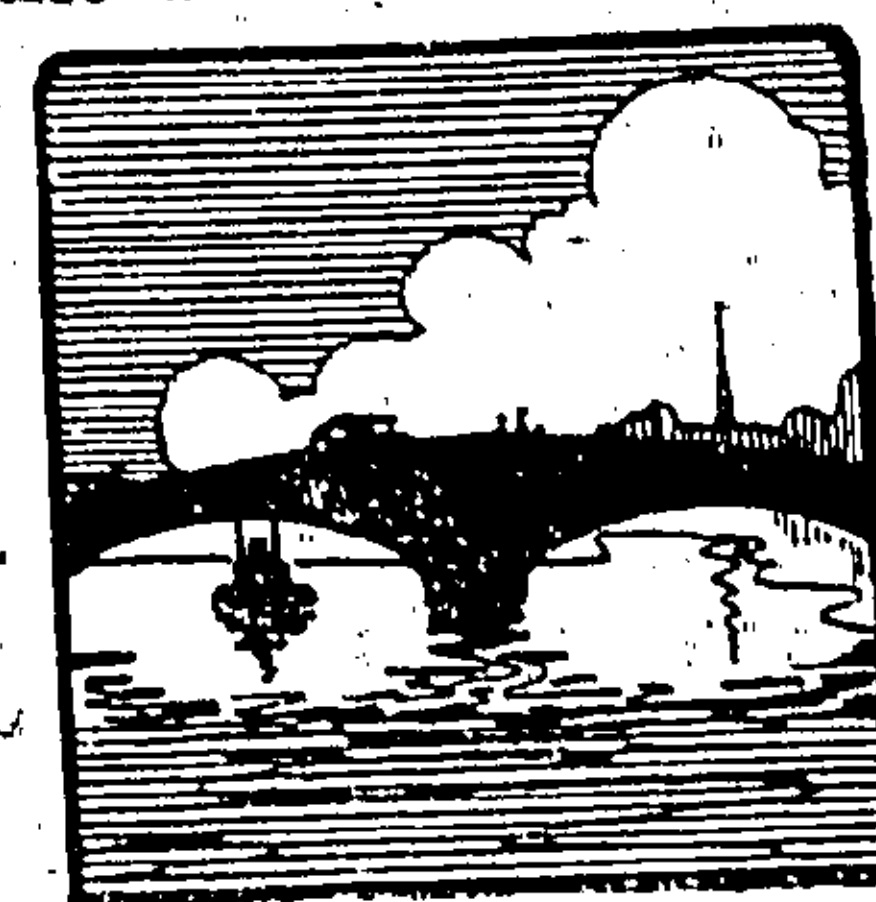
The book is the third edition of a course of hygiene prepared by Dr. W. W. Pearce in 1904. There is a Chinese translation which, it is believed, was prepared by Sir Kai Ho Kai.

Those Present.

Mr. W. J. Carrie (Chairman), the Hon. Mr. W. T. Crensy, C.B.E., Messrs. J. P. Braga and Wong Kwong Tin, Dr. G. W. Pope (Medical Officer of Health), Dr. B. W. Tso, Dr. W. V. M. Koch, Dr. S. C. Ho and Mr. J. Watson (Secretary).

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WHAT THE LAW PERMITS.

CAN IT BE IMMORAL?

SOLICITOR'S ARGUMENT IN HOTEL ASIA CASE.

An application was made by Mr. F. H. Loseby at the Kowloon Magistrate's for the re-hearing of the case in which the Manager of the Asia Hotel was fined \$250 for permitting his premises to be used for immoral purposes. Mr. Loseby remarked that the defendants should have the advantage of professional assistance, which they did not have at the original hearing, and that the witnesses for the prosecution should be subjected to cross-examination. Several points of the law governing Hotels should also be argued.

Mr. W. Schofield who heard the case pointed out to Mr. Loseby that the licensee of the Hotel was responsible for the actions of the staff, but Mr. Loseby replied that it was essential to show that the licensee had knowledge of the actions committed.

The Hotel Register.

The Magistrate then questioned Mr. Loseby regarding the Hotel register, and Mr. Loseby replied that he could not see any legal offence in a European going to an hotel with a Chinese girl. If it was an offence this should be clearly laid down and made public and the practice stopped. Mr. Loseby also complained that the soldiers were sent there merely to trap the management.

Mr. Loseby further argued that there was no evidence that the rooms in question were hired for an immoral purpose or that the girls were of immoral character.

Mr. Schofield: Insp. Shannon's evidence showed that.

Mr. Loseby: That evidence should not have been accepted. The Inspector's opinion on that matter is not evidence.

Mr. Schofield: It might be an offence in one place and not in another.

Mr. Loseby: What the law permits cannot be immoral!

His Worship granted the application the case will be re-heard on July 5th.

MISS GLADYS COOPER.

ANGER AT REPORT OF ENGAGEMENT.

London, May 31st.

A report was published in a London evening newspaper that Miss Gladys Cooper, the actress, is to marry Sir Neville Pearson next month.

A Daily Mail reporter who called at the Cardiff theatre at which Miss Cooper is playing this week was informed that she was so angry at the publication of the report that she declined to see anybody or to discuss it in any way.

The Press Association received a telegram from Miss Cooper describing the report as "entirely unauthorized."

Sir Neville Pearson, who has arrived in England from Kenya, telephoned to the same news agency from Bixholme Court, near Dorking, Surrey, the following statement:

There is no truth in the report of Miss Gladys Cooper's engagement to me published in an evening paper this evening.

Miss Cooper shares with me the deepest resentment at the impertinence and impropriety of papers issuing completely unauthorized statements of this nature.

Miss Gladys Cooper obtained a divorce from her husband, Captain Herbert Buckmaster, in 1923. She has two children, a son, John, aged 13, and a daughter, Joan, aged 18.

Sir Neville Pearson was granted a decree nisi on November 25th, 1927, from his wife, a daughter of Sir Alfred Mond. The decree becomes absolute in the ordinary course after six months, and until that is published by the court Sir Neville is not free to marry.

MANAGEMENT OF HOME.

(c) The Home shall be under the direction of a Committee of Management consisting of—
(1) The Trustees of the Home.
(2) A Government official to be nominated by the Governor.
(3) The Chairman for the time being of the Hong Kong General Chamber of Commerce.
(4) Two members to be co-opted annually by the Committee to serve for one year.

As at present constituted the Committee of Management comprises—Mr. N. S. Brown (Chairman), the Hon. Mr. B. D. F. Beith, the Hon. Mr. A. C. Hynes, Mr. V. M. Grayburn, Mr. T. G. Weall, the Hon. Mr. W. E. L. Shenton, and Mr. W. H. Bell.

THE KWANGTUNG KUOMINTANG.

FAVOURS CHANG KAI AS PEKING POLITICAL CHAIRMAN.

MANY INVITATIONS TO ABSENT MEMBERS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 26th.

The Provincial Kuomintang in a meeting held yesterday recorded a vote in favour of Mr. Chang Kai, an old follower of the late Dr. Sun, as chairman of the Peking Political Council. It was decided to send a telegram to Mr. Chang urging him to accept the offer of the Nationalist Government. The resolution was proposed by the overseas Chinese members and was passed with much applause. In a speech the leader of these overseas members of the Kuomintang stated that Mr. Chang Kai is an old and faithful follower of the Kuomintang and of the late Dr. Sun Yat Sen. He had always been noted for his uncompromising opposition to Communism, and on this account was driven from Canton some years ago by the Communists.

The Provincial Kuomintang has further decided to send a telegram not only to Messrs. C. C. Wu, Sun Fo and Wu Han Min, but also to Messrs. Chau Lu, former Chancellor of Sun Yat Sen University, Li Shek Tsang and Hsu Chung Chi, the former Commander-in-Chief of the Cantonese Forces who drove Chen Chung Ming out of Kwangtung, and Siao Fu Shing, urging them all to return at once to China to participate in the programme of reconstruction which the Nationalist Government and the Kuomintang have inaugurated. The inclusion of Messrs. Chau Lu, Li Shek Tsang, Hsu Chung Chi and Siao Fu Shing in the list is considered significant by most of the people of Canton, as cablegrams sent out by other individuals or public bodies did not include these gentlemen.

The meeting was attended by several hundred people. The principal speaker was Mr. Hsu Shiu Lung, a representative of the Central Kuomintang sent from Nanking. Mr. Chu Chin Hua, Vice-Chancellor of Sun Yat Sen University, who has just returned to Canton from Chekiang province, spoke on the general political situation.

Mr. Tse Chi, a member of the Central Executive Committee of the Kuomintang, who has been in Canton on a visit, left the city for Shanghai yesterday. Mr. Tse is an old member of the Kuomintang and has always been noted for his opposition to the Communists. Needless to add he was driven from Canton when the Communists were in power. Marshal Li Tsai Hsin was very pleased to see him back again and offered him the post of the Chief of the Branch State Board of Control. But he declined the offer, asserting that his friends and comrades wanted him to go Shanghai and work with them there. He left for Hong Kong yesterday afternoon on board the s.s. *Lungshan*, and he will proceed to Shanghai on board the s.s. *President Jackson*. More than a hundred friends and officials saw him off on Monday, including Mr. Ma Chiu Teon, the newly appointed Commissioner of Reconstruction, and Mr. Li Man Fan, a member of the Provincial Government.

COINERS' DEN IN FATSHAN.

PLANT AND FALSE MONEY SEIZED.

THE GANG ESCAPES.

A few days ago we published an account of a raid on a coiners' factory in Canton. The *Canton Gazette* now states that a similar raid was carried out on the 18th inst. by the Fatshan police. The place in question is on an island in the neighbourhood of Three-Eye Bridge, on the Canton-Shanghai Railway. A complete counterfeiters' plant was discovered, but with the exception of two workmen, the gang had vanished. It was afterwards learned that the gang had spies and look-outs placed at vantage points, hence the approach of the constabulary was discovered despite the early hour at which the raid was carried out.

A considerable quantity of counterfeit silver coins was seized, and also a number of machines used for minting the coins. The coins, furniture and fixtures have been taken to Canton and the premises were afterwards razed to the ground. The two arrested men were brought before the Magistrate in Fatshan on the afternoon of the day of the raid, and it is hoped that further information will be obtained from them.

It is believed that this plant had been in operation for some time.

HIGHWAY PROJECTS FOR HAINAN.

ROAD CIRCUIT OF ISLAND PLANNED.

TO COST OVER \$1,000,000.

General Chan Ming Shu, Rehabilitation Commissioner for the Southern Region, is considering an ambitious plan for constructing a main highway practically forming a circuit around the island of Hainan. Such a highway will greatly facilitate the industrial development of the island as well as lessening the difficulties of reconstruction work.

The highway will cover over 2,000 li, will take four years to build, and is expected to cost over a million dollars. It will pass through the districts of Wanning, Yaiyung, Kanem, Wanchung, Tanchow, and Linko and will thus afford access to the greater part of the island.

To meet the cost of constructing this road it is proposed to charge special fees for automobile licences in the island while the 20 per cent. surtax will also be appropriated for this purpose. The Bureau of Public Highways will have the responsibility of collecting these fees and surtax. Taxes at present applying to automobiles will be cancelled when the new scale comes into force.

The new scale of licence fees are as follows:

1. Public transportation autos, operating under monopoly, to pay a fee of \$20 per month.
2. Private business cars, to pay \$40 per month.
3. Private cars, not for business purposes, to pay \$10 per month.
4. Motor-cycles, to pay \$1 per month.

TRAFFIC COURT.

USING PEAK ROAD WITHOUT PERMISSION.

EUROPEAN FINED NOMINAL SUM.

Among the traffic cases heard by Major C. Willson at the Central Magistracy yesterday morning was a summons against Mr. G. H. Gandy, of the P.W.D., for motoring on Peak Road without a permit from the Captain Superintendent of Police.

A permit was produced by the defendant, but after examination Sub-Inspector Alexander said that it was for Conduit Road and not Peak Road. It was valid from Seck's Corner to Queen's Gardens.

Mr. Gandy said that the writing on the form spoke about one-way traffic, and in order to observe the rule he had to go under the bridge. Sub-Inspector Alexander remarked that the permit allowed a vehicle to go along Conduit Road as far as Queen's Gardens, up by Glenvale and down under the bridge.

His Worship pointed out Peak Road was not mentioned in the permit. Mr. Gandy said he had never been warned that he was doing wrong and there were plenty of traffic police who could have told him.

Remark that there seemed to be a misunderstanding on the defendant's part, his Worship imposed a nominal fine of \$3.

Reckless Driving.
A public car driver who was summoned for reckless driving disputed the evidence given by a European Sergeant and said that he had been unfairly treated. He added that the witness may even have said that he (the defendant) was driving at 50 miles an hour.

It was alleged that the defendant passed a hand truck on the wrong side, and that he had to accelerate in order to do so, as the truck was at the time turning to the left.

Sub-Inspector Alexander mentioned that the defendant had a number of previous convictions for reckless driving.

Defendant, who was then fined \$20, pleaded that he had no money. His Worship gave him the option of two weeks' hard labour.

Evidence against another Chinese driver charged with reckless driving was that he ran into a push bicycle and damaged it. Defendant was fined \$5.

For driving a motor car in a dangerous manner, Mr. Harry Kong was fined \$10.

The first summons to be taken out against a driver of the new taxis was heard when he was charged with reckless driving at 2 o'clock on the morning of June 17th. The defendant admitted the offence and was fined \$15.

CANTON'S OLD GUNBOATS FOR SALE.

The Canton Navy Department has about ten gunboats lying idle owing to their age and obsolete design. As these boats are costing a certain amount for care and upkeep, they will be sold by auction to cut down expenditure.—*Canton Gazette*.

THE SINKING OF THE S.S. "KOCHOW."

VESSEL UNSUITABLE FOR CARGO AND PASSENGERS TOGETHER.

TO BE REFLOATED NEXT WEEK?

WHO IS RESPONSIBLE FOR CARGO STOWAGE?

The Marine Court held an enquiry yesterday into the circumstances of the sinking of the s.s. *Kochow*, steamer on the Hong Kong-Wuchow run at Wangmun Bar on June 9th. During the course of the proceedings, it was revealed that the vessel was unsuitable for passengers and cargo at the same time, and that she was unstable without ballast. The 50 tons of ballast which she carried made her stability good.

It was also brought to light that the No. 1 pilot who was in charge of the vessel at the time has never been certificated. He was a quartermaster and by dint of study, he made himself a pilot, and has been such for the last 20 years.

The hope was also expressed by Captain Morgan, master of the ill-fated ship, that the *Kochow* would be refloated within a week. The enquiry was then adjourned sine die.

Commander J. B. Newell, D.S.O., presided at the enquiry. The assessors were: Lt-Comdr. Lanclot King (H.M.S. *Curlew*), Capt. A. J. Scott (s.s. *Kwongtung*), Capt. J. Alcock (s.s. *Kwongsi*), and Capt. Muir (s.s. *Tung On*).

Mr. Geo. K. Hall Brutton appeared for the master and officers of the *Kochow*, and Mr. C. A. S. Russ was for the owners.

The Master's Story.

The proceedings opened with Capt. Morgan, of the *Kochow*, giving an account of the accident. He is a man of some age and said that he has held a master's certificate for the last 40 years. The *Kochow* left here at 5.30 p.m. on June 9th with a number of passengers. She was then drawing 8 feet 5 inches of water forward and 10 feet 6 inches aft.

Capt. Morgan was relieved by the Chief Officer at 8 p.m. The No. 1 pilot also went on duty at the same time with the Chief Officer. The weather at that time was clear and the vessel was between Lintin and Kio Islands. At about 10.30 p.m. a witness felt the ship give a bump and a lurch. He at once rushed to the bridge and asked the pilot what water was under the ship. The pilot told him that there was 8 inches. Simultaneously the ship listed to port and all on board were compelled to hang on the starboard side railing. Instructions were then given to the purser to get all the passengers on the weather side. Witness then went into his cabin to get out the distress signals, which were fired from the rocket apparatus. He also instructed the Chief Officer to get the boats and life-bells ready and to serve them out. Matters were made worse when the lights went out about twenty minutes after, and hurricane lamps had to be used.

H.M.S. "Nessus" To The Rescue.
H.M.S. *Nessus* came to the rescue and all the passengers on the sinking vessel were gathered on the starboard side. When the *Nessus* was informed that there were about 300 passengers on board, her captain said that he would not be able to take all of them. The *Nessus* however took 37 women and children, and despatched a message for the H.M.S. *Onslaught* to come on the scene.

The latter vessel arrived about an hour later and anchored close to the *Kochow*. Passengers were then transferred to the *Onslaught*. In witness's opinion there were about 343 passengers and crew on board, including the three European Officers. He thought that about 335 passengers were brought to Hong Kong, by the s.s. *Kong Ning* and the s.s. *Kwong Yung* and some transferred to the *Shekki* tow boat.

Continuing, Capt. Morgan said he only saw one corpse floating around the wreck the next day. This was caught in the davit gear. He denied the rumour that 40 bodies had been recovered. Cross-examined, Capt. Morgan said that the engines were stopped when he got on deck. The *Kochow* was carrying about 1,200 bags of rice, 200 of which were stowed in the hold. The cargo on the 'tween deck was not secured. He also mentioned that only half of the cargo ports were closed, and these were considered fairly watertight.

A Notoriously Tender Ship.
Capt. Morgan was then asked as to the number of cargo coolies or non-fare-paying passengers he had on board at the time. He hesitated and then said that he thought there were about 20. The President of the Court told witness that he need not be afraid of traversing that regulation.

No further questions, Capt. Morgan said that he assumed that the lurches were off at the time.

The President: Does your ship carry ballast?—Yes, paving blocks.

The President: Did you actually see the ballast?—Yes, when the ship was in dock about a month ago.

The President: You have never been on the ship when she was not ballasted?—No, never.

The President: The *Kochow* is a notoriously tender ship?—Yes, when she has a heavy cargo in the 'tween deck.

Questioned as to the current at the time, Capt. Morgan said that a terrific ebb tide was running. The word "terrific" was actually used, he said, by the Captain of the H.M.S. *Nessus* when describing the tide. Witness estimated it to be running at a speed of about 5 knots.

Cross-examined further witness said that the bank where the *Kochow* went aground was very steep. It was commonly known as the Wangmun Bar. He placed the position as 2,370 yards from the Outer Light, S. 87 West. This bearing, he said, was taken by the Commanding Officer of the H.M.S. *Seamew*. Capt. Morgan also mentioned that all vessels drawing more than ten feet of water were in danger of going aground at that spot.

At this stage, Capt. Morgan said that he would like to comment on the behaviour of the officers, crew, passengers and the guards. They all had acquitted themselves wonderfully and there was no panic among them at any time throughout the accident.

Re-examined by Mr. Brutton, Capt. Morgan said that the use of the lead was left to the discretion of the pilot.

The Difference in the Soundings.

The Chief Officer, Mr. W. G. C. Beck, was then called. His evidence-in-chief corroborated the Captain's story. He said that at 10.30 p.m. the *Kochow* was approaching Wangmun Bar, and they had then passed the White Light. He ordered the pilot to reduce to half speed as the ship was nearing shallow water. Soundings were taken at 10.31 and 25 feet of water was registered. Shortly afterwards the lead was cast for the second time and it then registered only 9 feet of water. It was just at that moment the *Kochow* struck bottom. He at once ordered the engines to stop, and it was just after this had been done that the ship took a heavy list to port.

Witness then went over the ground covered by the Captain as to the orders given for the grilles to be opened, life belts to be served out, etc.

The President: Are you responsible for the stowage of the cargo?

Witness further added that he thought the No. 1 cargo coolie was responsible. He was then asked what steps he would take if he saw a passenger in the hold. Mr. Beck said that he would instruct the purser to order the passenger out and that he was sure that the order would be carried out. As far he knew there was no particular person responsible for stowing the cargo in the 'tween deck. He presumed that the matter was arranged by "someone in the office."

55 Young Children On Board.
The purser was then called. His evidence was to the effect that as far he could remember he had collected fares from 191 passengers, excluding 65 children who paid no fares. There were on that trip 35 free passengers including cargo coolies. He was also of the opinion that after the wreck the *Kong Ning* brought back about 286 passengers and the *Kwong Yung* 38. There were 11 on the *Shekki* tow boat.

The No. 1 cargo coolie was responsible for the stowage of cargo. He had on some occasions seen passengers sitting on top of the cargo and there were also occasions when he had seen passengers sitting on crates of pigs.

The No. 1 pilot, Shum Wo, in his evidence said that he had been a pilot on the Hong Kong-Wuchow run for the last 20 years. On the night of the accident he was on the bridge with the Chief Officer at 9 p.m. He took the vessel over the usual course to the White Light and then altered to N.W. by W. bringing the light astern of the *Kochow*. The course was subsequently altered to W. by N. and maintained for three minutes. The final alteration was to S.W. When the accident happened.

No Orders From Master Or Mate.

Cross-examined by the Court witness said that while he was in charge of the course he would not take any orders from the Chief Officer unless there was danger. He also said that when crossing the bar, neither the master or the mate would give him any order.

To further questions, he said that he had never been given a certificate as a pilot. He was a quartermaster and by dint of study he made himself a pilot. The first pilot post he had held had been given him by Messrs. Butterfield and Swire.

THE AFTERNOON HEARINGS.

Chan Lam, compradore of the *Kochow* was called when the Court resumed after the tiffin hour. His evidence was to the effect that the vessel arrived at Wangmun on the night in question after 9 p.m. He was then in his cabin and observed the ship list on one side. He then heard a noise as if people were running and chattering together. He left his cabin. Witness could not say whether or not the cargo had fallen.

On reaching the foredeck witness saw a number of passengers had collected together on the starboard side.

In answer to questions put to him by the Court, witness admitted that it was his duty to direct where the cargo should be stowed. In this particular instance, he directed that 1,000 bags of rice be stowed in the hold. There were over 100 bags of rice on the 'tween deck, and also 60 packages of salt fish. The cargo on the 'tween deck was not secured. The bags were filled up on top of each other but it was impossible for them to topple over even when the ship listed.

Shaky Without Ballast.

Mr. Wm. Russell, Government Surveyor, said that he surveyed the *Kochow* on April 23rd last, and found her stability was good. She carried 50 tons ballast and without that she would be shaky. Witness deduced this from the vessel's superstructure and also that she was too narrow.

Witness added that he did not consider the *Kochow* was not designed for carrying passengers. She was licensed to carry 504 passengers according to her measurement.

Not Fit For Passengers And Cargo.

When asked if he knew that there was a Board of Trade regulation which stated that passengers should be carried according to a vessel's gross tonnage, witness replied that he did not know.

Witness added that he would not consider the *Kochow* a suitable vessel for both passenger and cargo at the same time.

Water From Ash Chute.

Capt. Morgan was then recalled. He was asked as to the angle of the ship when she struck ground. He replied it was about 20 degrees. The vessel did not remain at that angle for long, for when the flood tide came on, she righted herself a good deal. In fact she nearly righted after the passengers were transferred to H.M.S. *Onslaught*. After three hours she was almost on an even keel.

The President:—If she listed about 20 degrees, how did the water get in?—Personally, I think through the ash chute into the engines room.

"Kochow" To Be Refloated Soon?

When asked as to his opinion as to what caused the ship to list, Capt. Morgan said that it was due to the helm being against the current. If the vessel had not gone aground, she would have been righted, witness added.

To further questions Capt. Morgan said that the tide at Wangmun Bar was about 2½ to 3 hours later than Hong Kong. That part of the channel was very treacherous. He had found from experience that the depth varied considerably every few feet.

He had expected the *Kochow* to be refloated last Thursday but the *Tai Lee* passed her at an excessive speed. He expressed the hope that the vessel would be refloated next week.

The enquiry was then adjourned sine die.

CHINESE DOCTOR SUEED FOR RENT.

NO RECEIPTS KEPT.

When a Chinese doctor named Lai Ping Sang was sued yesterday morning by his landlord, Leung Fat Uu for \$150 being rent due from September 20th, 1927, to November 22nd, 1927, he told his Lordship that he had paid the rent for the eighth month but that he had kept no receipts.

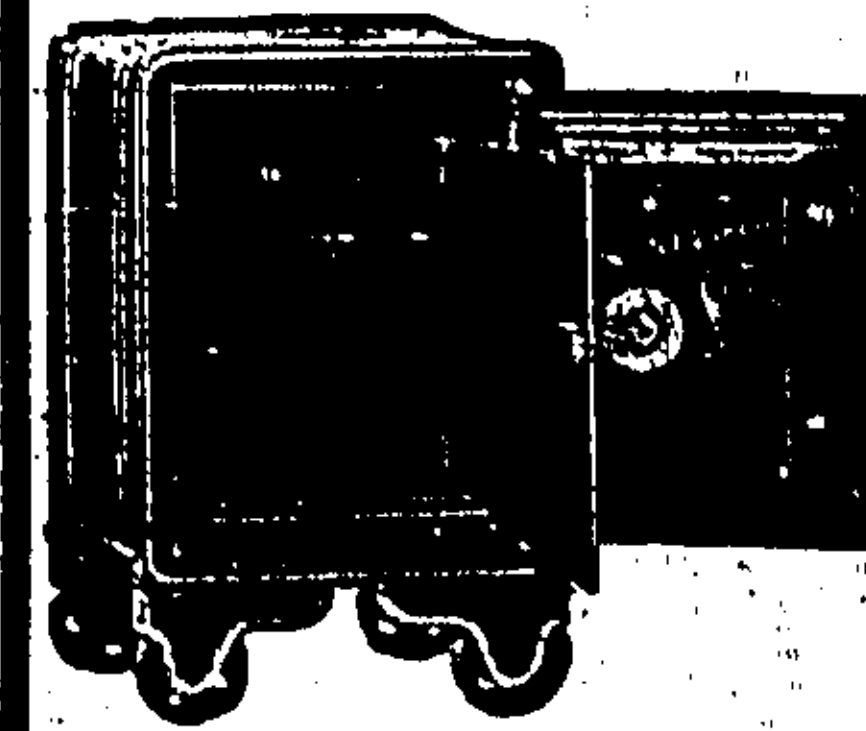
His Lordship told him that it was no use to come to the Court and ask for help if he did not keep his receipts. Judgment would be given for the plaintiff for the amount claimed with costs.

Defendant asked to be allowed to pay by instalments, but his application was refused.

Mr. O. E. C. Marton conducted the case for the plaintiff.

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"SKIN O' MY TOOTH"

BARONESS ORCZY'S NEW NOVEL ... \$3.75
"Skin O' my Tooth" is an Irish lawyer, so nicknamed because of his agility in rescuing innocent people from imprisonment and the gallows by the skin of their teeth. An enthralling book.

KAI LUNG UNROLLS HIS MAT. By ERNEST BRAMAH ... \$3.75

TALES FROM FLAUBERT. ... \$3.75
A new translation of this author's most famous tales.

AS A WOMAN SOWS. By A. G. HALES ... \$3.75

THE PHANTOM GONDOLA. By MAURICE DEKOBERA ... \$3.75
The new "Madonna of the Sleeping Car" novel.

THE MAN WHO KNEW COOLIDGE. By SINCLAIR LEWIS ... \$3.75
Introducing Lowell Schmalz, 100% American, and friend of Babbitt.

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An interesting novel of modern tendencies.

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A story of the stage and stage life.

THE MASTER MYSTERY. By "SEAMARK" ... \$3.75
A thrilling story of a remarkable theft.

THE TERROR OF THE MOOR. By MAY WYNNE ... \$3.75
A historical romance.

THE MIRROR OF DREAMS. By "GANPAT" ... \$3.75
An adventure story staged in the heart of Asia.

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of JULY, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Tai Kok Tui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	Kowloon Island Lot No. 2150.	Tai Kok Tui.	As per sale plan.	7,440	86	11,100

[6424]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of JULY, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Tai Kok Tui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
2	Kowloon Island Lot No. 2151.	Tai Kok Tui.	As per sale plan.	3,203	36	4,805

[6425]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of JULY, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
3	New Kowloon Island Lot No. 1137.	At junction of Yee Chai Street and Yee Chai Street, Shamshui.	As per sale plan.	19,700	134	29,250

[6423]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of JULY, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Morison Hill, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
4	Island Lot No. 2162.	Morison Hill Road.	As per sale plan.	4,500	49	23,500

[6421]

NEW ADVERTISEMENTS.

KOWLOON-CANTON RAILWAY.

THE PUBLIC IS HEREBY NOTIFIED that a NEW **TARIFF** will come into force on and from the 1st JULY. All Existing Rates for Carriage of Goods, Parcels, Baggage, etc., are hereby **CANCELLED** as from the said date.

The Tariff can be seen at any Station or Copies may be had at 60 Cents Each on Application to the **TARIFF MANAGER** at Kowloon Station.

By Order,
ROBERT BAKER,
Manager and Chief Engineer.
Kowloon, 27th June, 1928. [6419]

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that Sealed Tenders in Triplicate, which should be clearly marked: "Tender for Stone Quarry at Junction of Boushant Street and Lai Chi Road, Shamshui," will be received at the Colonial Secretary's Office until Noon of **MONDAY, the 3rd DAY of JULY, 1928**, for the Occupation for a Period ending 31st December, 1929, from the Date of Notification of Acceptance of Tender of Piece or Parcel of Ground, containing about 345 acres, shown a coloured red on plan signed by the Director of Public Works dated 22nd June, 1928, but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of \$100 as a Pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his Tender and comply with the conditions, should the Tender be accepted.

Form of Tender and particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any Tender.

HAIGOLD T. CRESAY,
Director of Public Works.
22nd June, 1928. [6422]

WOOLEN PIECE GOODS.

BRADFORD Merchant requires AGENT. Will pay expenses of own Salesman with Experience of Market, and pay Broker's Wage.—Replies to Box 6470, c/o Hong Kong Daily Press.

[This advertisement has been reinserted owing to Replies received having been lost in the Post on their way to Shanghai.] [6270]

CHAN TONG ALIAS CHAN TSZE U DECEASED.

DATE OF 18th, McDONNELL ROAD AND THE DAILY PRESS, Ltd.
CREDITORS of the above-named Deceased are requested to send their Claims as soon as possible to the Undersigned.

JOHNSON, STOKES & MASTER,
Solicitors, etc.,
Princes Building,
Hong Kong, 27th June, 1928. [6423]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION

IN THE GOODS OF GEORGES LEONCE GUIBERT, LATE of 34, AVENUE BASTILLE PARIS in the REPUBLIC OF FRANCE, ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 25th DAY of JULY, 1928.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 26th Day of June, 1928.
JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Princes Building,
Hong Kong. [6427]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION

IN THE GOODS OF WILLIAM WILSON, LATE of GLENMOR, KILMACOLM in SCOTLAND, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 19th DAY of JULY, 1928.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 26th day of June, 1928.
JOHNSON, STOKES & MASTER,
Princes Building,
Hong Kong. [6402]

INTIMATIONS.

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the SOCIETY will be held on **THURSDAY, 28th JUNE, at 5.30 p.m.**, in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or Not, are cordially invited to attend.

AGENDA
1.—To receive and pass the Committee's Report and Statement of Accounts.
2.—To elect Officers and Committee for the ensuing year.
3.—Any other Business.

J. A. H. PLUMMER,
A. TSE,
Joint Hon. Secretaries.
[6419]

THE HONG KONG ELECTRIC CO., LTD.

ISSUE OF 150,000 NEW ORDINARY SHARES of \$10 EACH, CREDITED AS FULLY PAID UP.

NOTICE IS HEREBY GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from 1st JULY, 1928, to the 10th JULY, 1928, Both Days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 16th June, 1928. [6380]

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[50]

BIRTHS.

JAMES—On June 22nd, at Shanghai, to Mr. and Mrs. P. E. R. JAMES, a daughter.

LAYTON—On June 21st, at Shanghai, to Mr. and Mrs. J. T. J. LAYTON, a son.

MARRIAGE.

BRIERLEY-MOORE—On June 20th, at Shanghai, **THOMAS HORT BIERLEY**, son of Mr. and Mrs. WALTER BIERLEY, of Manchester, England, to **ALICE HANSEN**, daughter of the late Mr. and Mrs. Lewis Moore, of Birmingham and Shanghai.

DEATHS.

GRACA OZORIO—At her residence, No. 1, Observatory Villas, Kowloon, **CAMILA MARIA**, dearly beloved of Dr. F. M. DE GRACA OZORIO. Deeply regretted. [6126]

HARKNESS—At a nursing home in London on May 19th, **MARY HARKNESS**, surviving daughter of the late **JAMES HARKNESS**, Cultura, County Down, and 40 years a missionary in connection with the E. P. Mission, Swatow, aged 72.

KAISER—On May 27th, at Schwyz, Switzerland, **WILHELMINA KAISER**, late of Kalee Hotel, Shanghai.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, June 27th, 1928.

PRECAUTIONS IN CANTON.

CANTON is to be congratulated upon the business-like precautions it is taking to guard against the recurrence of trouble similar to that which caused such damage in December last. Rumours of Red plots and projected risings may be easily exaggerated, but in the present state of the country the

officials are wise not to leave anything to chance. It is better that they should err on the side of undue caution than be lulled into a false sense of security. People sleep more comfortably at night when they know that the police are on the alert and that the streets are being constantly patrolled by armoured cars. The enforcement of martial law may cause a certain amount of inconvenience, but it is far preferable that those who take their walks abroad after mid-night should be rigidly searched than that some bomb outrage should throw the whole city into a panic. Canton by day has a peaceful appearance, and the fact that residents can go about their business without restriction of any kind and in the fullest confidence that they will not suffer molestation is probably very largely due to the excellent system of patrols which has been instituted after sundown. There should, therefore, be no ground for complaint.

It would be a grave mistake to assume that the Communists have been driven out of China of that what is known as the Red menace has ceased to exist. The agitators have been driven into hiding, but they are simply awaiting a favourable opportunity to create a disturbance and, judging from the reports which reach us from time to time they still command a fairly generous supply of money. As our readers are aware, a Communist plot which aimed at killing all the Swatow officials gathered together for a meeting at the Military Governor's yamen was fortunately exposed by one of the plotters. The attack on the yamen was to have been a signal for a general rising throughout the district, and this was only a week or so ago. The fact that the plans miscarried is not proof that the threat was not serious. From the Government's point of view it was sufficiently serious to justify some thirty or more executions.

Commenting upon this subject a Chinese correspondent writes: "There are regiments which cannot be relied upon and some of the members of the Police force are not loyal. It must be remembered, also, that the majority of the junior civil servants in the Chinese Government service are underpaid and easily tempted by promises of better prospects and higher salaries made to them by Soviet agents." There is no doubt that bad economic conditions are the fundamental causes of unrest and while they persist agitators have a promising field in which to carry on their secret propaganda.

All danger from these sources will only cease when trade revives and China is again prosperous. Until that happy time comes the Chinese Government must be ever vigilant and active in rooting out those who wish to trade for their own advantage upon the misfortunes of their fellows.

The twelve-year-old son of Mr. J. T. Hindle, of the Taikoo Sugar Refinery, passed away at the Victoria Hospital yesterday morning after a short illness. The funeral took place at the Roman Catholic Cemetery, Happy Valley, in the afternoon.

The Bishop of Victoria expects to be absent from the Colony till the latter part of August. He has appointed the Dean and Archdeacon Mck to act as his commissaries during his absence. Matters requiring attention should be sent to the Diocesan Chaplain, Bishop's House, St. Paul's College.

A Chinese lady who booked a room at the Great Eastern Hotel was seen by the foks to act in a suspicious manner. On forcing open her door they found that she had taken an over-dose of opium in an attempt to commit suicide. She was immediately taken to the Government Civil Hospital and is said to be recovering. In her room a letter was addressed to the Police and another to her relatives in Eastern Street.

THE CHATER MEMORIAL.

We believe the public will agree that the founding of scholarships at the Hong Kong University is a far more practical and satisfactory method of perpetuating the memory of Sir PAUL CHATER than the erection of a statue. An appeal is made for \$50,000 to provide three scholarships. Such a capital sum should yield \$3,500 a year so that each scholarship is likely to be of value of approximately \$100 a month. On this basis they will be the most coveted educational prizes the Colony has to offer, which is as it should be. There was nothing niggardly about Sir PAUL CHATER's benefactions, and scholarships in his name should be on a reasonably generous scale. A hundred dollars a month, of course, will far more than pay the ordinary University fees for tuition and it is therefore, presumed that the balance will be available as a contribution towards the board and lodging expenses of the scholarship holder. It is very necessary that this provision should be made seeing that the scholarships are reserved for those who, without them, would be unable to contemplate a University education. A scholarship covering tuition fees only would be of little use to a youngster whose parents could not afford to maintain him after he had reached the usual age for school.

At the same time, it must be remembered, that scholarships such as those proposed will need far more careful administration and more constant supervision than those which simply provide automatically for the payment of University charges, and we would suggest, therefore, that the Committee responsible for the present appeal should, when the money has been raised, form themselves into a committee of management somewhat on the lines of that body responsible for administering the Rhodes scholarship fund. It might be worth while, also, to consider the possibility of a competitive examination which should include subjects outside of the ordinary school work. Candidates might be submitted to a viva voce as well as to a written test, and questions asked from the answers to which a group of business men might be able to judge for themselves whether good use was likely to be made of the scholarship, it granted.

MOTOR ACCIDENT IN HAPPY VALLEY.

LEARNER DRIVER CRASHES INTO A TREE.

CRAIGENGOWER BILLIARD MARKER INJURED.

A serious motor accident occurred near the Police Recreation Club, Happy Valley, on Monday when a learner driver crashed into a tree on the side of the road, badly injuring a Chinese who was standing there.

Traffic Sergeant Roberts was in the car at the time testing the driver for a licence. He indicated to the driver the direction to take, but the man apparently turned the wheel too much, and an accident was the result. Sergeant Roberts was thrown out of his seat and bruised his left knee by striking against the body of the car. The driver also received slight injuries.

The man who was caught between the car and the tree had his right leg seriously fractured and is in hospital. It is feared that an amputation of the limb will be necessary. He is Cheung Ming Chuen, a billiard marker at the Craigengower Cricket Club, and at the time he was standing near the tree waiting for a tram.

Six Chinese were bound over yesterday by Mr. W. Schofield at the Kowloon Magistracy for assaulting three foresters with a pole. They each had to sign a personal bond of \$50 to be of good behaviour for six months.

TROOP MOVEMENTS.

GUARDS LEAVING TO-MORROW OR FRIDAY.

SOMERSET L.I. FOR HONG KONG.

The *Fuenang* has been chartered by the Military Authorities for the conveyance of the 2nd Batt. Scots Guards to the North, and will leave either to-morrow (Thursday) or Friday. It is not decided yet whether the troops will embark from Kowloon or Holsa wharf.

The 2nd Batt. Royal Scots are going to Tientsin and the Somersetshire L.I. who were ordered to Tientsin in the first place are now coming to Hong Kong.

The Somerset Light Infantry.

The Somerset Light Infantry (Prince Albert's) was formerly the old 13th Foot. Its Depot is at Taunton, and besides the 1st and 2nd Battalions there is a 3rd Battalion (Militia) and two Territorial Battalions.

The Regimental record dates back to more than 200 years, its battle honours being:—"Gibraltar, 1704-1705," "Dettingen," "Martinique, 1809," "Ava," "Ghuznee, 1839," "Afghanistan, 1839," "Cabul, 1842," "Sevastopol," "South Africa, 1899-1902," "Afghanistan."

In the Great War, the Somersets had sixteen Battalions, and their honours include the Marne, the Aisne, Ypres, the Somme, Albert, Arras, Cambrai, the Hindenburg Line, Palestine and the Tigris.

H.R.H. the Duke of York is Colonel-in-Chief of the Regiment and Lieut.-Col. Sir Thomas Snow is Colonel.

Lieut.-Col. J. S. N. Harrison, D.S.O., commands the 1st Battalion, and other officers, according to the latest list available, are:

Majors C. H. Little, D.S.O., and R. H. E. Bennett, M.C., Captains C. G. B. Philby, H. Lane, M.C., O. W. E. Audou, F. M. Turner, R. A. A. Chichester, M.C., E. H. C. Frith, M.B.E., B. J. Corbally, M.C., S. C. G. Young and J. D. Gage-Brown.
Lieutenants K. E. K. King, J. A. Trevelyan, R. H. Bakewell, J. W. Harper, S. J. Brice, G. E. Mookler, H. D. E. Verschell, P. Lewis, J. H. N. George, C. L. Finkler, L. N. Evans, T. V. Beer, J. R. I. Platt, L. H. Bradshaw and A. O. Swayne.
2nd Lieutenant C. S. Howard.

OBITUARY.

MRS. F. M. GRACA OZORIO.

FUNERAL AT HAPPY VALLEY.

We regret to record the death which took place at her residence, No. 1, Observatory Villas, Kowloon, on Monday night, of Mrs. Camila Ozorio, wife of Dr. F. M. Graca Ozorio.

The deceased lady belonged to an old and much respected Portuguese family in Hong Kong. She leaves a husband and several children and her many friends in her community will mourn her death very deeply. She was a daughter of Mr. C. M. Castro, and some years ago won much local fame as a singer.

A large number of members of the Portuguese community were present at the funeral at the Roman Catholic Cemetery, Happy Valley, yesterday afternoon. The chief mourners were her husband, Dr. F. M. Graca Ozorio, his brother, Mr. J. M. Ozorio, her father, Mr. C. M. Castro, uncles, brothers and other relatives.

The choral service at the Chapel and the graveside rites were conducted by the Right Rev. Bishop H. Valverde, assisted by Rev. Fathers Spada, Rossi, Teruzzi, and Semmaris.

The Club Lusitano was represented by Mr. E. da Rosa (Secretary), Mr. E. J. de Figueiredo (Treasurer), Mr. A. E. S. Alves (in the absence of the President, Mr. C. A. da Rosa), Mr. M. Simoes and Mr. F. J. da Silva. Mr. E. V. M. R. de Sousa represented the Club de Recreio. Among others present were Mr. J. P. Braga, Dr. V. Aizenza, a former partner of Dr. Ozorio, Bro. Marcan (representing Bro. Aizmar, director of St. Joseph's College), Bro. Paul, Rev. Father Bernadini (Superior of St. Louis Industrial School), and Sisters of the French Convent School.

There were many floral tributes from the deceased lady's relatives, friends, and the various Portuguese Clubs and Societies.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.05 p.m., stated:—

Pressure is still highest to east of the Bonins. A shallow depression covers China.

Local Forecast—S. winds, moderate, generally cloudy, occasional rain.

YOUNG GENERAL
CONFERS.

FENG YU HSIANG IGNORED.

DIRECTORATE OF POSTS.

PEKING OFFICE CLOSED.

(Wah Tai Yat Pao).

SHANGHAI, June 25th.

According to a message from Peking, General Chang Hsueh Liang held a military conference in Mukden last Saturday night. Besides a number of Fengtienese leaders, like Chang Tso Cheng and Ho Feng Lin, there were several Japanese advisers in attendance.

As a result of the conference and largely in compliance with the advice of the Japanese advisers, the Manchurian authorities will only recognise General Yen Shih Shan and Marshal Chiang Kai Shek as proper authorities representative of the Nationalist Government, with whom they may open negotiations for permanent peace. Moreover, in doing so they have in view the fact that, if General Yen and Marshal Chiang achieve a rapprochement with the Fengtienese clique, the Nationalist coalition Government would certainly split and the tables will be turned.

THE SUPREME LEADERS.

(Wah Tai Yat Pao).

SHANGHAI, June 25th.

Chiang Kai Shek, Yen Shih Shan and Feng Yu Hsiang, now aptly described as the "three supreme leaders" of the Nationalist Government, will all meet in Peking before the end of this month. As soon as Chiang and Feng arrive a meeting will be held in camera, after which follows the plenary session. One of the items in the agenda for discussion is the resolution of dealing with the Fengtienese.

CHINESE POST OFFICE.

[THROUGH REUTER'S AGENCY.]

NANKING, June 26th.

The Nationalist Ministry of Communications has notified the Foreign Ministry, that, as they need for a separate Directorate-General of Posts at Peking no longer exists, henceforth the head office of the Chinese Post Office will be established at Nanking. The Director-General and Co-Director-General have been instructed to wind up the Peking office and remove to Nanking.

WAR COMMITTEE
ABOLISHED.

(Wah Tai Yat Pao).

SHANGHAI, June 25th. The Central Kuomintang has decided to abolish the "Political Committee for the War Area" as soon as the provincial government of "Hopei" province (formerly Chihli) is inaugurated.

MAYOR OF TIENTSIN.

(Wah Tai Yat Pao).

SHANGHAI, June 25th. Mr. Nan Kwei Chin, General Yen Shih Shan's subordinate, is appointed Mayor of Tientsin Chinese City, while Mr. Ho Chi Kong is Mayor for Peiping (Peking).

JOURNEY TO PEKING.

(Wah Tai Yat Pao).

SHANGHAI, June 25th. Chiang Kai Shek has taken the cruiser *Lun King* to Hankow where he met General Li Chung Jen. He will probably proceed to Peking with him.

ARMY IN REVOLT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 26th. It is reported that the Sixth Army at Changsha, which was responsible for the Nanking outrages, has revolted, and is now marching towards Kiangsi.

THE MARKETS OF
THE EAST.SHELL TRANSPORT AND
TRADING CO.

OIL WAR SETTLEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 26th.

At the annual meeting of the Shell Transport and Trading Company, Lord Bearsted announced that the Directors had selected the present time for the issue of new capital, because only recently prices in the principal markets of the East had been re-established.

The *Financial Times* construes the statement to indicate that the oil war has ended, but on the other hand the *Financial News* says that Standard Oil officials refuse to confirm the reports from India that the differences with the Royal Dutch have been settled.

It states nevertheless that the opinion is growing that a settlement will result from further discussions.

Enquiries by *Reuter* of oil company officials in London have not elicited more than a sanguine hope that a settlement will shortly be reached.

LABOUR ATTACKS
TEA DUTY.

WHOLLY UNNECESSARY.

AMENDMENT REJECTED IN
COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25th.

The House of Commons, during the Committee Stage of the Finance Bill, rejected a Labour amendment challenging the Tea Duty as wholly unnecessary.

Mr. G. M. Gillett, Labour M.P., said while there had been a decrease in the amount of tea coming in from the British Colonies, there was a large increase in the amount from China, the Dutch East Indies and other countries.

It would be interesting to know, said Mr. Gillett, whether the movement for the control of output was having any appreciable effect on the amount coming from parts of the Empire.

Mr. A. M. Samuel, Minister for the Department of Overseas Trade, said he was looking into the matter, and hoped in a few weeks to obtain an analysis of the position. They would then be able to come to a conclusion.

The Government, added Mr. Samuel, was unable to accept the amendment, because it could not afford to lose the £2,000,000 or £7,000,000 which the Tea Duty brought in.

EX-SPEAKER HONOURED.

PEERAGE OFFERED AND
DECLINED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25th.

It is announced that H.M. the King has expressed a wish to confer a Peerage on the former Speaker, the Right Hon. Mr. J. H. Whitley, but has allowed him to decline the honour, for personal reasons.

Secretary Knighted.

LONDON, June 25th. A Knighthood has been conferred on Lieut.-Col. Ralph Verney, C.I.E., C.V.O., the Secretary to the Speaker of the House of Commons since 1921.

AN IMPOSSIBLE SCHEME.

LANCASHIRE COTTON
PROBLEM.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25th.

In the House of Commons, replying to questions, Mr. L. M. S. Amery, Secretary for the Dominions, said it was impossible to make a grant from the Empire Marketing Board Fund for the encouragement of the sale of Lancashire cotton goods abroad.

He added, however, that he favoured doing anything possible to help Lancashire products, provided such help were given in another form.

"LEVIATHAN" MAIL
ROBBERY.

RIFLED BAGS IN BERLIN.

THE STOLEN PROPERTY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 26th.

The postal authorities have learned that two bags of mail have reached Berlin rifled. They consider that this is further evidence in support of the theory that the *Leviathan* robbery was carried out on the voyage.

Postal inspectors will be surprised if the value of the stolen property totals £10,000 sterling.

DEMOCRATIC ACTIVITY AT
HOUSTON.AL SMITH'S STRONG
POSITION.

WOMEN'S DEMONSTRATION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 25th.

Shirt-sleeves are rolled up literally and figuratively at Houston, Texas, in preparation for the National Democratic Convention which opens to-morrow (Tuesday).

The temperature to-day was over ninety degrees in the shade.

The forces of Mr. Al. Smith, the Governor of New York, appear to be in supreme command of the situation, and there is no doubt among acute observers that Governor Smith will be nominated on the first ballot.

The strong Prohibitionists and the anti-Tammany defenders who come chiefly from the South, and are the backbone of the anti-Smith faction, are fighting furiously in their efforts to block his candidature, but it is almost certain that he will be nominated, and that his principal rival, Senator Reed of Missouri, will be nowhere.

A curious feature of to-day's happenings was a demonstration by three thousands Southern "women" militant anti-Catholics and "Drys" to whom the name of Smith is anathema.

BRITISH GOVERNMENT'S
RECEPTION.

SYMPATHETIC ATTITUDE.

PRESS IN FAVOUR OF
KELLOGG SCHEME.

[BRITISH WIRELESS SERVICE.]

REUTER, June 25th.

The Kellogg Note on the renunciation of war is receiving most sympathetic consideration by the British Government.

Questioned in the House of Commons, Mr. Locker Lampson, Under-Secretary for Foreign Affairs, said the new Note marked a considerable advance.

Public opinion, as reflected in the Press, strongly favours the aims of the American Secretary of State, and it is assumed that, should any further communications pass between London and Washington, they will be directed towards strengthening the working of the Kellogg plan.

ALICE'S WANDERINGS.
MANUSCRIPT RE-SOLD.

[REUTER'S AMERICAN SERVICE.]

PHILADELPHIA, June 25th.

The original manuscript of Lewis Carroll's "Alice in Wonderland," sold at Sotheby's in April to Dr. Rosenbach for £15,400, has been re-sold, together with a copy of a rare first issue of the book to an American collector for G.8150,000.

"KENT" COMMISSIONED.
LEAVES ON JULY 3RD.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25th.

H.M.S. *Kent* has been commissioned at Chatham, under the command of Captain J. Wolfe-Murray. She leaves for the China Station on July 3rd, to replace H.M.S. *Hawkins*, the flagship.

FLOODS NEAR NIAGARA.
HEAVY DAMAGE DONE.

[REUTER'S AMERICAN SERVICE.]

OTTAWA, June 26th.

Four persons have been drowned and damage caused to the extent of about £25,000 in the Niagara Falls district by heavy floods, following fifteen hours' torrential rain.

RESCUED ARCTIC
FLIERS.LUNDBORG MAROONED FOR
A MONTH?

WALKING PARTY LOST.

[THROUGH REUTER'S AGENCY.]

PARIS, June 26th.

The Ministry of Marine has ordered the veteran explorer, Doctor Charcot, who is preparing to cruise on the coast of Greenland in his vessel *Pourquoi Pas*, to proceed immediately to Spitzbergen to join in the search for Amundsen and Guilbaud.

Capt. Lundborg, whose machine overturned after the rescue of Nobile, is marooned with the rest of Nobile's party. He has asked for spare parts to be dropped by parachute.

Another Fokker monoplane and also a de Havilland Moth plane will be sent to Spitzbergen, specially equipped for landing on small areas of ice.

A telegram to Oslo from the relief ship *Quest* said that the rescue of the rest of Nobile's party and Lundborg is unlikely for 3 or 4 weeks, when it is hoped that the ice will break up sufficiently to permit the landing of a seaplane.

The hopes of saving Malmgren, Mariano and Zappi (the walking party) are fading into air. Reconnaissance are fruitless and the party was only provisioned until June 21st.

Lundborg's Crash.

LONDON, June 25th.

A graphic story of the rescue of General Nobile and one of his companions is related in messages from *Reuter's* correspondents at Rome and Stockholm.

Captain Lundborg boldly landed on the ice near the distressed party with a Swedish plane, equipped with runners. The five on which he landed was only about 300 yards long and about 200 yards wide, while it was covered by about eight inches of snow.

Following on the accident to Captain Lundborg's plane on his second attempt to land, the Swedish Government is preparing to despatch a number of similar light machines to Spitzbergen.

It is learned that the other member of Nobile's party who has been saved is Cecconi, the mechanic.

A wireless message from the *Citta di Milano* states that General Nobile is suffering from a partial fracture of the right tibia, while his right foot has been badly crushed. There has been considerable suffusion of blood, but the *Italia's* commander is progressing favourably, and it is hoped that he will be completely recovered within forty days.

The Rescue.

General Nobile's own account of the daring rescue by Captain Lundborg shows that when the Swedish plane made its landing, General Nobile requested Lundborg to fly back with the injured mechanic, Cecconi, Professor Behounek (the Czechoslovakian member of the expedition) and the mechanic, Troiani.

Nobile then hoped that Lundborg would be able to return for himself, Lieutenant Vigieri, and the wireless telegraphist, Biagi. Captain Lundborg, however, insisted that General Nobile should be the first to leave, pointing out that he was badly wanted for any information he could give regarding the men who were carried away with the wreck of the *Italia* who are lost.

The remainder of Nobile's party backed up Captain Lundborg so Nobile, agreed "with a heavy heart" and handed over command to Lieut. Vigieri.

MISSOURI EXPRESS
DISASTER.

HEAVY TALE OF INJURED.

[REUTER'S AMERICAN SERVICE.]

IOLA, Kansas, June 26th.

Between sixty and seventy persons have been injured as the result of the derailment of the Missouri Express near Yates Centre. It is believed that the disaster was due to a broken rail.

BALDWIN'S, LTD.
REORGANISATION SCHEME.SHAREHOLDERS'
APPROVAL.

[THROUGH REUTER'S AGENCY.]

LONDON, June 26th.

The re-organisation scheme of Baldwin's, Ltd. has been approved at a meeting of the shareholders. Sir Robert Horne, president, observed that the company's plight was largely due to the generous response to the Government's urgent requests in war time. As a result of this they had extended the plant to meet national necessities. Then the post war period and depressed trade followed.

The reduced capital would be represented by real assets.

[A cable dated June 15th says:— Drastic financial reconstruction of the big iron, coal and steel enterprise, Baldwin's, Limited, is recommended by the Advisory Committee appointed by the Board.]

It proposes a reduction by £8,000,000 sterling of the capital to £4,913,568 by writing down the £1 Preference shares to 18/- and the £1 Ordinary Shares to 4/-.

CRIES ABOVE THE FLAMES.

100 GIRLS IN FIRE TRAP.

RESCUERS SMASH A WAY
THROUGH.

One hundred girls working on the top floor of a four-storey building at Manchester narrowly escaped being burned alive when a fire broke out at the premises of Messrs. W. and H. Pownall, Ltd., hosiery and underwear manufacturers, of Stockport-road, Longsight.

The fire, started in the cutting-room of the lingerie department and burned with such rapidity that before the girls had time to throw down their work their escape across a bridge leading to the main building of the works was cut off by the flames.

Screams Heard.

Fortunately there was another door on the opposite side of the workshop and other employees in the building, hearing the girls' screams, rushed upstairs, broke down the door, and liberated them. For a time panic reigned, several girls fainted and had to be carried out.

All of them, however, escaped without injury. Soon afterwards the roof of the workshop fell in, and in less than two hours the whole right wing of the factory was destroyed.

A girl employed in the cutting room said that the floor seemed to go hot under her feet and then a tongue of flame rose from the rolls of cloth, on which she was working.

In her own words, she "scuttled like a rabbit."

Six-foot Jump.

A window had to be broken to enable the girls to jump into the street, a distance of six feet. The factory is on the main road, and for 250 yards the traffic was stopped and the electric main cut off.

Bales of cloth, girders, and fallen masonry littered the tramway lines, and so fierce were the flames that at one time they shot across the road, setting fire to a tree in an opposite garden and cracking the windows of private houses. The flames could be seen five miles away.

THE PRINCE'S AFRICAN
TOUR.

CHRISTMAS AT THE CAPE.

AWAY FIVE MONTHS.

The Prince of Wales will probably leave England early in September for his African tour with the Duke of Gloucester, and is expected to be away four or five months.

It was proposed originally that the outward journey should be made by way of Egypt and the White Nile, and thence to Kenya, Uganda, and Tanganyika, but the climatic conditions in the Upper Nile region and the Sudan area towards the end of the year are such that in all probability this route will have to be abandoned.

Sea Voyage.

In that event the Prince will travel from England to Mombasa by sea, and thence up country through Kenya, Uganda, and Tanganyika.

Afterwards he will proceed through Rhodesia, his ultimate aim being to reach Capetown in time to spend Christmas with the Governor-General of South Africa, the Earl of Athlone, and the Countess of Athlone, sailing from Capetown in January for home.

The tour will not be a private one, but it is desired that there shall be a minimum of official functions. The Prince's party must necessarily be small owing to transport difficulties.

EXCITEMENT IN
EGYPT.

WAFD MINISTRY DISMISSED.

LEGAL ACTION BY
PRINCIPALS.

[THROUGH REUTER'S AGENCY.]

CAIRO, June 26th.

Subsequent to the publication in Opposition newspapers of documents making serious allegations against Nahaas Pasha, and two other prominent Wafdists, a Royal Rescript has been issued dismissing the Ministry on the ground of the break-up of the Coalition.

Wissa Bey Wassef, President of the Chamber and one of the alleged signatories to the documents, in the course of an interview stated that the fees demanded by himself, Nahaas Pasha, and Gaafar Fakry in return for their services in connection with the claim of the mother of the mad Prince Seifeddin were justified by the enormous interest involved.

Premier Withdraws.

He explained that since Nahaas Pasha had become Premier of the Egyptian Government, he had with the consent of his clients, not proceeded with the affair. Likewise, Wissa Bey himself had withdrawn from the case.

Gaafar Fakry alleges that the document purporting to be a contract and published in the Egyptian Press was falsified and a translation from the Turkish is now being made on behalf of the Wafd.

It is learned that this document was stolen from the house of Gaafar Fakry Bey about three months ago.

Defamation Of Character.

The three accused lawyers are now bringing an action for criminal defamation of character.

The Chamber met to-day and adjourned until a new Cabinet is formed.

Nahaas Pasha, the Premier, read the Royal Rescript dismissing the Cabinet amid loud cheers. Through an excited crowd of students and others yelling "Cowards, Traitors!" (apparently in reference to the Ministers whose resignations led to the crisis), Nahaas Pasha motored to the Saadist Club, where he made a speech from the verandah appealing to the people not to create trouble and to leave the leaders to deal with the situation in a calm atmosphere.

Nahaas Pasha added: "I know there are enemies of our constitution but, with God's help, we shall triumph in the end."

The journal *Mokattam* in an editorial comment this morning mentions that this is the first occasion since the British occupation that an Egyptian Ministry has been dismissed without Britain having a hand in the matter.

MYSTERY GIRL'S DEATH.

"EDNA CHARMINE."

"DOCTOR" FRIEND
DISAPPEARS.

LONDON, June 26th.

The death of a girl of about 25, who was found in a house in Great Ormond-street, Holborn, is engaging the attention of the police.

The only clue they have to her identity is that letters found in her room were addressed to Edna Charmaine. Her head was resting on pillows and she apparently died from gas-poisoning. She had been dead for two or three days.

The landlady stated that the woman took a single room on Sunday night, having been introduced by a man who had been staying there for a year.

"I do not know her name," she added, "and the only luggage she had was a small handbag."

Rushed Downstairs.

It is stated that on Thursday the man, who had been away, returned and found the door of his room locked. He climbed over the bathroom roof and entered his room by forcing a window. He at once rushed downstairs and, making the landlady not to enter the room, said he was going to fetch the police. The landlady waited all night for him, but he did not return.

The next morning she communicated with the police, who forced the door.

The woman is known to have stayed at several hotels in the Liverpool-street area, but she has not been seen in the district for about six weeks.

A "Doctor."

The man whom the police are anxious to trace is said to have frequently stated that he was a doctor on the staff of a London hospital. Police inquiries show that the man by the foreign name he gave at his lodgings is not known at the hospital.

LONDON PAPERS
PUZZLED.

"JERVIS BAY" MESSAGES.

FURTHER TROUBLE AT
COLOMBO.

[THROUGH REUTER'S AGENCY.]

Colombo, June 25th.

That the Commonwealth Line's *Jervis Bay* was in serious peril for some little time was disclosed in the Police Court this morning, when the eight stowaways were charged on five counts, including the serious one of arson.

Captain Daniels, the master of the *Jervis Bay*, in evidence, stated that wireless messages were sent from the ship for several reasons, one of the principal of which was the extreme nervousness of the passengers.

He denounced the imputation that the crew was involved in the disturbances as wicked.

Danger To Steering Cables.

Captain Daniels explained that he first wireless for immediate assistance when the stowaways set fire to the mattresses and volumes of smoke were issuing through the ventilators of the room in which they were being held prisoner, and he did so because the electric cables, vital to the steering of the ship, ran near the room.

If they were severed by the fire, or if the stowaways smashed the connections with the crowbar in their possession, the ship would have been adrift. He stated emphatically that no member of the crew was involved.

Large Oil Tank.

Another officer stated in further explanation of the alarm on board, that a large oil-fuel tank was situated just beneath the room in which the stowaways were confined. If that had taken fire, which was possible, there would have been little hope for the *Jervis Bay*.

After a two hours' sitting the *Jervis Bay* stowaways were found guilty on four counts, and not guilty on the charge of arson.

The Magistrate expressed a doubt as to whether the desperate men really intended to destroy the vessel.

Each was sentenced to five and a half months' rigorous imprisonment.

Strangest Since Jonah.

The newspapers are frankly puzzled at the explanations given of the *Jervis Bay* affair. The *Daily Telegraph*, for example, declares that there has been nothing stranger than the tale of the stowaways on the *Jervis Bay* since the voyage of Jonah.

The *Daily Mail* is still not clear why the messages were sent out which alarmed the world. There must surely be other important circumstances to be disclosed.

The *Morning Post* suggests that Captain Daniels feared that desperate stowaways might make a centre of disaffection among the passengers and crew.

Further Trouble.

Colombo, June 26th.

As the *Jervis Bay* was weighing anchor last night prior to departure, a delegate from the engine room Trade Unionists approached Captain Daniels and declared: "We won't take the ship to sea."

Captain Daniels ordered the man off the bridge, but the latter protested that he approached the Captain perfectly constitutionally. The Captain ordered him aft from the bridge and said he would deal with him immediately the ship was cleared.

The *Jervis Bay* sailed at midnight with no further interruption.

CORSIKAN VENDETTA.
MURDERS.FATHER AND TWO SONS
SHOT DEAD.</

THE FIRST TEST MATCH.

LAST MEN'S GALLANT EFFORT.

WEST INDIES BADLY BEATEN.

[THROUGH REUTER'S AGENCY.]

The fine weather had brought 92,000 people to Lord's on Saturday for the opening day of the First Test Match against the West Indies touring side.

England won the toss and went in to bat on a hard wicket. They kept the visitors in the field all day, stumps being drawn with the total at 332 for 8 wickets.

Ernest Tyldesley was chief scorer for England with 122, while Sutcliffe made 49, Hammond 45 and Chapman 50.

A crowd of 16,000 saw the innings close on Monday for 401. Constantine was the most successful bowler for the visitors, taking 4 wickets for 82.

The West Indies were soon in difficulties, only Martin (44) and Nunes (37) seeming able to play the English bowling, and the innings ended at the total of 177. Jupp had the good figures of 4 for 37.

Following on 224 runs behind, the West Indies suffered even greater disaster, stumps being drawn with the total at 56 for 6 wickets. They are thus in the hopeless position of 160 runs behind with only 4 wickets to fall.

On the resumption on Tuesday, the remaining batsmen made a gallant effort to stage off the inevitable. They managed to raise the total to 106 before the last wicket fell, leaving England the winners by an innings and 58 runs.

Small was the highest scorer for the West Indies with 55, and Browne reached 44. Freeman took 4 wickets for 37.

COUNTY CRICKET.

RAIN HINDERS PLAY.

NOTTS' HUGE SCORE.

[THROUGH REUTER'S AGENCY.]

Hampshire v. Middlesex. Hampshire beat Middlesex by an innings and 5 runs.

Middlesex 201 and 163. Hampshire 309 (Hosie 132).

Notts v. Warwickshire.

Match drawn.

Notts 656 for 3 wickets, innings declared closed (Gunn 148, Whysall 132, Walker 146 not out, Barratt 130 not out).

Warwickshire 371 for 9 wickets (Smith 108, Wyatt 134 not out).

Lancashire v. Gloucestershire.

Match drawn.

Lancashire 258.

Gloucestershire 114 for 9 wickets (MacDonald 6 for 40).

TENNIS LEAGUE.

SOUTH CHINA ACTIVE.

YESTERDAY'S MATCH.

The South China Athletic Association who are in the running for the Shields in both the "B" and "C" Divisions of the Tennis League came into prominence yesterday by beating the Royal Engineers by 64 games to 35 in the "B" Division. The match was played on the winners' courts at King's Park and the home team won seven of the nine sets.

The detailed scores follow:—
Lee Wai Teoi and Lee Woon Toi (S.C.A.A.)

lost to Lt. Col. Wyatt and Col. Skinner 5-6

beat Cotton and Captain Larkcomb 8-2

beat Sergt. Trumper and A. N. Other 8-3

Chen So and Ho Wai Hing (S.C.A.A.)

beat Lt. Col. Wyatt and Col. Skinner 6-1

beat Cotton and Captain Larkcomb 8-2

beat Sergt. Trumper and A. N. Other 9-2

Luk Kang Cheung and Luk Ding Cheung (S.C.A.A.)

lost to Lt. Col. Wyatt and Col. Skinner 5-6

beat Cotton and Captain Larkcomb 7-4

beat Sergt. Trumper and A. N. Other 8-2

Total:—S.C.A.A. 64; R.E. 35.

LAWN TENNIS.

THE WIMBLEDON MEETING.

A BRILLIANT MATCH.

[THROUGH REUTER'S AGENCY.]

There was glorious weather for the opening of the Wimbledon meeting, and the courts were in splendid condition. The attendance at the outset was small, as a start was made at an earlier hour than usual.

British Davis Cup players had a very bad day, and generally suffered rather ignominious defeat. The great sensation, however, was the defeat of the American, Hunter, by the young Cambridge Blue, E. Andrews, the New Zealand Champion.

Hunter was defeated by sheer merit. On hearing the news of the struggle, the crowd, including Tilden, rushed from the Centre Court to No. 1. Both players were absolutely brilliant in the fifth set.

Andrews being frequently applauded for his fierce forward drive and amazing recoveries. Andrews led 4-1, but Hunter drew level at 4-4. Hunter three times reached match point in the tenth game, but each time Andrews rattled him with a superb passing shot. The crowd gave a great ovation to the winner.

Men's Singles.

In the first round:—
H. Cochet (France) defeated M. Slemm (India) in straight sets, 6-2, 6-2, 6-2.

W. T. Tilden (U.S.A.) defeated M. Summerson (Britain) 6-0, 6-1, 6-0.

J. Boyd (Argentina) defeated L. A. Godfree (Great Britain) 6-3, 6-2, 6-2.

Peters (Britain) beat G. R. O. Croft-Rees (Britain) 6-2, 6-2, 6-1.

Hopman (Australia) defeated H. K. Higgins (Britain) 6-2, 6-4, 7-5.

C. H. Kingsley (Britain) beat O. G. N. Turnbull (Britain) 6-2, 3-6, 6-2.

Hennessey (U.S.A.) defeated D. Mather (Britain) 6-1, 6-0, 6-2.

G. Lott (U.S.A.) defeated Crobie (Britain) 6-2, 6-0, 6-0.

Moore (Australia) defeated J. B. Gilbert (Britain) 5-7, 6-1, 6-0, 6-4.

E. Andrews (Britain) beat Francis Hunter (U.S.A.) 6-4, 5-7, 6-4, 7-5.

Ohta (Japan) defeated De Stefani (Italy) 6-3, 1-6, 6-1, 6-3.

Wilbur Coen (U.S.A.) defeated Axel Petersen (Denmark) 7-5, 6-3, 6-3.

HOOD BEATS MANCINI.

BRITISH WELTERWEIGHT TITLE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 26th. At Birmingham to-night in a fifteen rounds contest for the welterweight championship of Great Britain, Jack Hood defeated Mancini on points.

GIRL SWIMS MILFORD HAVEN.

11½ MILES IN 2 HOURS AND 23 MINUTES.

LONDON, June 4th. The whole length of Milford Haven, a distance of 11½ miles, was swum for the first time on Saturday, a girl aged 18, Miss Elsie Westenberg, performing the feat.

She entered at Pembroke Head, the swim taking two hours and twenty-eight minutes. Wind and tide were in her favour.

Miss Westenberg is the daughter of a Milford hotel-keeper, and her family have been noted for several generations as swimmers and divers. She is being trained by Mrs. Hughes, a noted trainer, to swim the Bristol Channel.

A CAT BURGLAR IN SHANGHAI.

RUSSIAN EXPERT ARRESTED.

SHANGHAI, June 23rd. Not so very long ago interest in criminal matters in England seemed to be centred upon a type known as the "cat burglar." He apparently gained access to the premises upon which he wished to operate by swimming up water pipes, and his agility gave rise to the nomenclature decided upon. Apparently in Shanghai we have now to face this sort of thing.

A case occurred in the early hours of yesterday morning when two Chinese policemen were patrolling Museum Road. Arriving opposite No. 17, they observed a foreigner in the act of scrambling up the water pipe with the probable intention of reaching the premises of Messrs. Clerici, Bedoni & Co., and they promptly invited him to descend. This he did, rather than take other consequences, and was taken into custody. He is understood to be a Russian.

It is understood that in the premises in question valuable cargo of a general nature was stored, and the Chinese constables are to be congratulated on their work in averting the operations of the man.

—North-China Daily News.

CENSORING THE CHINESE PRESS.

"SUN PO" CASE SEQUEL.

CROWN ATTORNEY ASKS MAGISTRATE TO RECONSIDER DECISION.

PREFERS TO SEE APOLOGY DELETED.

The case in which the *Sun Po* (Hong Kong Morning Post) was summoned by the Secretariat for Chinese Affairs for publishing two articles urging a boycott against Japan and for evading the censorship had its sequel in Court yesterday morning, when Mr. H. Somerset Fitzroy, assistant Attorney General made an application before Lieut.-Col. F. Eaves, at the Central Magistracy to reconsider certain parts of the judgment delivered on Wednesday last against the printers and publisher of the *Sun Po*.

It will be remembered that after a protracted hearing, his Worship on Wednesday last gave judgment and sentenced the publisher and printers to one month's imprisonment each, in addition to a fine of \$25 each for disregarding the censorship rules. The printers were also fined \$250 each for advocating the Japanese boycott and the publisher was fined \$500 for the same offence.

The Magistrate also suggested that the *Sun Po* should make an apology to Japan through the medium of the papers.

Leave to appeal was granted, and the defendants were to come before the Court within 24 hours to furnish security and bail. The specified time expired and the defendants failed to appear. It was then learned that the *Sun Po* had ceased publication and that the premises were in charge of two *Johns*.

In making his application before Lieut.-Col. Eaves yesterday at the Central Magistracy, Mr. Fitzroy said that it was seven days since leave to appeal was granted and as no appeal had been filed, he was making an application for the review of Part of the sentence.

Mr. Fitzroy then dealt with the power invested in a magistrate to grant the application. He said that as magistrate his Worship could reopen or rehear the case, or part of the case, and that he could reverse, vary or confirm his previous sentence.

He was asking his Worship to reconsider the position, and if it was possible, to vary the sentence as regards the printers. He said that his Worship could penalise the firm as a firm only, and further submitted that his Worship should reconsider whether the penalty of imprisonment imposed was not incorrectly done.

Continuing, Mr. Fitzroy said: "I am asking you to consider whether you can deal with each individual partner. I am asking you to say that, if you consider the matter, you cannot fine each individual partner and that you cannot send any of the partners to gaol. I am submitting that that is the law. I am asking you to give it your careful consideration, and, if possible, to review your decision. As to what the penalty should be, I am not expressing any opinion at all."

Mr. Fitzroy then dealt at length with the suggested apology, which was in the following terms:—

"We, trading as the Chung Fat Company, Printers, and Leung Chan, Publisher, all of Hong Kong, the Printers and Publisher respectively of the *Hong Kong Morning Post*, having on the 26th and 27th May last unlawfully printed and published in the Chinese language in the said newspaper certain matter advocating a boycott of Japanese goods, calculated in its result to injure the Japanese community in Hong Kong, and, having been sentenced therefore to fines and imprisonment, hereby express our regret and apologise to the Japanese Community."

His Worship said that that was an act of mercy. Mr. Fitzroy: "That is so. It is, in your judgment, but I would prefer to see it deleted and the sentence given in accordance with the Ordinance. That apology, Sir, I would like to point out, is going very far. You have not only asked them to apologise, but you have asked them to do something else, and that is to request the people to deal with the Japanese. It is utterly impossible for a newspaper which has taken up that line to do so."

Mr. Fitzroy then explained to the Court that he was told that the paper has closed down and he believed that the printing presses had been more or less dismantled.

His Worship: "Have the other side been notified about this action?"

Mr. Fitzroy: "It is purely an *ex parte* action. It is up to you, Sir, if you want to hear them."

His Worship: "I will grant a rehearing and I think the other side should be notified."

Mr. Fitzroy: "The question is as to whether you want any further evidence."

His Worship: "It appears purely a matter for argument in law. Mr. Fitzroy: The thing is, that your powers are that you can reopen or rehear the whole or any part of the evidence."

His Worship: "From what you are asking me to do, I don't think it is necessary at all."

Mr. Fitzroy then asked his Worship to fix a date, but the Magistrate said that he preferred to hear what Mr. Lo had to say first, saying that Mr. Lo was the party aggrieved and it was only fair to hear him first.

His Worship then fixed Tuesday afternoon for the rehearing of the case and thought that Mr. Lo would have the chance to see his clients before then.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Chinese Company.
Strength: The following members of the Chinese Company are permitted to resign as from June 18th:—

Crown Sergt. Hs. Wong Sin Pun upon completing one full year's service.

Constable R27 Chan Wai Liong upon completing one full year's service.

Constable R11 Pang Kok Sui on grounds of ill-health.

Constable R20 Pang Kwok Fatt on grounds of ill-health.

Constable R30 Chan Man Bun under the condition of Section 19 of the Hong Kong Police Reserve Ordinance, 1927.

Constable R31 Chan Lai Sau under the conditions of Section 19 of the Hong Kong Police Reserve Ordinance, 1927.

All recruits of the Chinese Company will parade at Central Police Station on Thursday, June 28th, at 5.30 p.m. sharp for squad drill and rifle exercises under Sergeant Condon. Dress: Mufti.

Indian Company.
Strength: Constable R253 Mohamed Ahsen has been taken on the strength of the Indian Company as from June 22nd.

All recruits of the Indian Company will parade at Central Police Station on Thursday, June 28th, at 5.30 p.m. sharp for squad drill under Sergeant Condon. Dress: Mufti.

Flying Squad.
The final instructional patrol of the month will take place on (Continued on next column).

AN OBVIOUS CASE!

Lieut. D. L. Craig, R.N., reported to the Police that while driving a car from Fanling to Kowloon last Sunday he was hit by a missile which was thrown at the car from the side of the road. The missile was found to be a few copper coins wrapped in a \$5 note. The Chinese who threw it was handed over to the Police who are of the opinion that the man is mentally deficient.

Thursday, June 28th, and all members of the Flying Squad are requested to attend. Fall in at Central Police Station at 6.15 p.m. sharp. Dress: Khaki.

On Monday, July 2nd, there will be a special patrol over the New Territories. The Hong Kong Section will fall in with their cycles at the Star Ferry Wharf, Hong Kong, at 9.15 p.m. sharp, and the Kowloon Section at Fire Brigade Station, Tsim Tsa Tsui, at 10 a.m. sharp. Dress: Khaki.

Sharpshooter's Company.
REVOLVER PRACTICE.
The regular fortnightly practice will take place at Kennedy Road Range on Wednesday, June 27th, at 6 p.m. Members will meet at the range at that time with revolvers, holsters and belts. Uniform optional.

Police Training School.
Reservists at the Police Training School, Kowloon, will be held on Wednesday, June 27th, at 6 p.m. sharp. All members of the Chinese, Indian, and Flying Squad Companies who have not yet passed Part II. of Training Course must attend.

(Sgd.) W. KENN, A.S.P., Adjutant.
Hong Kong, June 27th, 1928.

ROUND THE POLICE COURTS.

NOCTURNAL VISITOR TO PEAK HOSPITAL.

TWO DEFENCES: BOTH UNCONVINCING.

A Chinese who was caught hiding in the Peak Hospital early on Monday morning was sentenced to six weeks' hard labour by Mr. R. E. Lindsey at the Central Magistracy. The defendant failed to give a satisfactory reason for his presence at the hospital.

Evidence was given by Nurse Walsh who said that at about 3.30 a.m. on Monday morning she had occasion to go for a bottle of milk. As she entered the room, she noticed a man hiding behind the door. He spoke in broken English and she called the "boys" but he was unable to give an explanation for his presence. Nurse Walsh also stated that the doors of the hospital were locked at night and the only means of entrance was through the windows.

Defendant told the Magistrate that he went there to find a friend who owed him \$2. He then put forward an alternative defence to the effect that a friend took him to the hospital and told him to await him in the ice-chest room!

The Police informed the Magistrate that the defendant failed to point out his "friend" at a parade of the servants, and none of them knew him.

WATER METER INDEX COVERS STOLEN.

A Chinese was sentenced by Mr. R. E. Lindsey at the Magistracy to six weeks' imprisonment with hard labour for stealing four water meter index covers at Aberdeen.

An official from the Water Authorities asked the Magistrate to take a serious view of the case as over a hundred of such covers had been stolen. They were worth only 75 cents but the cost to replace them was something between \$3 and \$4. The water meter had to be removed, and a great deal of clerical work had to be done in calculating the water used during the period when there was no meter.

AN UNDESIRABLE.

A returned banished appeared before Mr. W. Schofield at the Kowloon Magistracy for being in the Colony and for the possession of stolen clothing. The defendant was arrested by a Chinese detective in Reclamation Street, Yau-mat, and on being questioned confessed that he was a banished.

Inspector Fallon remarked that the Police were not proceeding with the possession charge but would be satisfied if the man were punished as a "returned banished."

A sentence of ten months' hard labour and 80 strokes of the birch was passed by the Magistrate.

The defendant's police record showed several criminal offences and other convictions for returning from banishment.

CRUELTY TO CHICKENS.

A Chinese who appeared before Major C. Wilson at the Central Magistracy for cruelty to chickens was fined \$10. It was stated that the defendant had as many as fifty chickens in one crate.

ARTIFICIAL GRASSHOPPERS PLEASE MAGISTRATE.

Another Chinese appeared before Mr. R. E. Lindsey for hawking artificial grasshoppers without a license. The defendant so pleased the Magistrate with his skill that he was discharged with a caution.

POSSESSION OF A REVOLVER.

When a Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy for being in possession of a loaded revolver Inspector Fallon applied for a trial by two Magistrates. The case was remanded for a week.

Whilst on duty at Pitt Street, Yau-mat, last Sunday night a Chinese constable stopped and searched the defendant and found the weapon strapped to his waist.

A "STUNT" CYCLIST FINED.

A Chinese who was "stunting" on his bicycle along Granville Road on June 25th, was arrested and taken before Mr. W. Schofield yesterday.

He was charged with taking his hands off the handle bar with the result that he had no control over the machine. Inspector Nicol was one of the spectators at this display and he signalled to the cyclist to stop. The man then put his hands back on the handle bar but after going sedately for about five yards, he once more performed his trick.

Defendant said that he only took his hands off the handle bar in order to wipe his face. He had perfect control and his bicycle did not wobble.

The Magistrate imposed a fine of \$9.

SEARCH OF POLICE RESERVISTS.

MAGISTRATE'S CRITICISM.

BINDS OVER PARTIES TO CROSS-SUMMONS.

The case in which a Chinese member of the Police Reserve is summoning a Chinese constable for assault was concluded before Mr. R. E. Lindsey at the Central Magistracy yesterday afternoon. There was also a cross-summons but the Magistrate dismissed both cases.

Mr. P. M. Hodgson appeared on behalf of the complainant and the defendant—the constable and a female searcher—were now represented by Mr. Leo d'Almada. The defendant's counter-charge against the complainant was for refusing to be searched.

The complainant and his wife were stopped at the Hong Kong wharf of the Yau-mat Ferry at about 8.15 on the 8th inst. by the constable. The Police Reservist said that after he had been searched by the defendant, the constable made certain remarks against the Police Reservist which finally led to words and a scuffle. The female searcher was also alleged to have struck the complainant on the back during the struggle.

At the previous hearing the constable asserted that when he called upon the complainant to allow himself to be searched the latter resisted and only showed a badge in his coat. The constable also stated that the complainant pushed him aside and held him by the chest against the ticket office.

Wun Tai, the Chinese female searcher, also gave evidence, which corroborated the statements made by the constable. She denied striking the complainant and explained that she only put her hand on his shoulder to separate them. She took the complainant's wife into the enclosure to be searched and as there were four other ladies waiting to be searched she could not say what happened between the constable and the complainant until the latter seized the constable by the chest.

Chung Cheung, the ticket collector, who was on duty at the time of the incident, also gave evidence on behalf of the constable. He said that he was standing by during the whole affair and saw everything that took place. Witness added that the complainant returned to the ferry wharf at about 8.30 p.m. and asked him to give evidence in his favour. Witness replied that he had his work to do and, therefore, he couldn't.

Magistrate: "Then what made you change your mind and appear on behalf of the constable?"

Witness: "The constable asked me and I consented saying that I would only give evidence of what I had seen."

Li Cheun, a newspaper hawker (unlicensed) also gave evidence corroborating the last witness. He said that he was asked to come to Court by the constable.

Submission For Defence.
In his submission for defendant Mr. d'Almada remarked that he had not had the opportunity of cross-examining the complainant in the box. However, with the evidence supplied to him by the Magistrate he was able to carry on with his case.

"Why should the complainant," said Mr. d'Almada, "reply to the searcher that he was a Police Reservist, when he knew perfectly well that Police Reservists were not exempted from search?"

"If he had not mentioned this fact, the quarrel would have never occurred and there would have been no Court case."

Mr. d'Almada then referred to the evidence given by two eye-witnesses, the ticket collector and the newspaper hawker. The two defendants were only carrying out their duty and it seemed to Mr. d'Almada that the complainant was far too officious in insisting upon his status as a member of the Police Reserve. The evidence showed that he did refuse to be searched, and therefore was liable to be sharply handled.

"The Insults As The Cause."
Mr. Hodgson in reply remarked that in most cross-examinations for assault both sides would admit some degree of the blame and the parties were generally bound over—much to their dissatisfaction. In this case it was different. His client had made an immediate report of the matter to his superior officer, and had taken the trouble to summons the constable. It was only a natural thing for anybody in the Colony to avoid, if possible, being searched.

Mr. Hodgson described the complainant and his wife as two respectable citizens of the Colony, and added that it needed pluck to come to Court and face cross-examination and "all sorts of evidence given against them."

The complainant was not a "schoolboy" but a responsible business man in the position of a banker. Continuing, Mr. Hodgson also referred to the fact that the wife had had to submit to being searched. It was not until after the search that the trouble began, when certain exasperating remarks were made to the complainant.

(Continued at foot of next column.)

THE "PSYCHIC HEALER" CURES GASTRITIS.

"I must congratulate myself for having called on the 'PSYCHIC HEALER' at his immediate arrival at Hong Kong, in regard to my wife's illness, from which she was suffering for the last 9 years and which the doctors diagnosed as Gastritis. My efforts were all in vain, though I left no doctor untried and I thought her end was approaching nearer."

The "PSYCHIC HEALER" gave me some 'TAVISES' or 'Talismans', which she used according to his directions. They brought phenomenal results and cured her in a very short time. I deem it my duty to proclaim that here is the "PSYCHIC HEALER" who practically resurrected my wife from her untimely grave."

(Sd.) ABBAS KHAN, Proprietor, Anas & Co., 61, Hollywood Road.

1. If you wish to know anything about your future correctly.
2. If you are in mental or physical sufferings or the victim of disease.
3. If you wish to see or to have a photo of your relative dead or living abroad.

Consult the world-renowned Spirituallist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20.
N.B.—We demonstrate Item No. 1. Only to our patients and that free of charge.

Visiting hours from 10 a.m. to 1 p.m. and from 3 p.m. to 7 p.m.

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PSYCHIC LODGE,
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"WHIPPET"

MODEL '96'

See the "all weather"
Cabriolet Coupe Model."

H.K. \$1,850.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 27th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—New Buses for Shanghai—Mr. Chrysler's Car Deal—British Motor Cycles—New Demand for American Cars—
Tiger and Fly Paper—British Cars and Overseas Markets—A New "Steamer"—Motoring in 1938—
Studebaker and Erskine Innovation—Orange Tail Lamps.

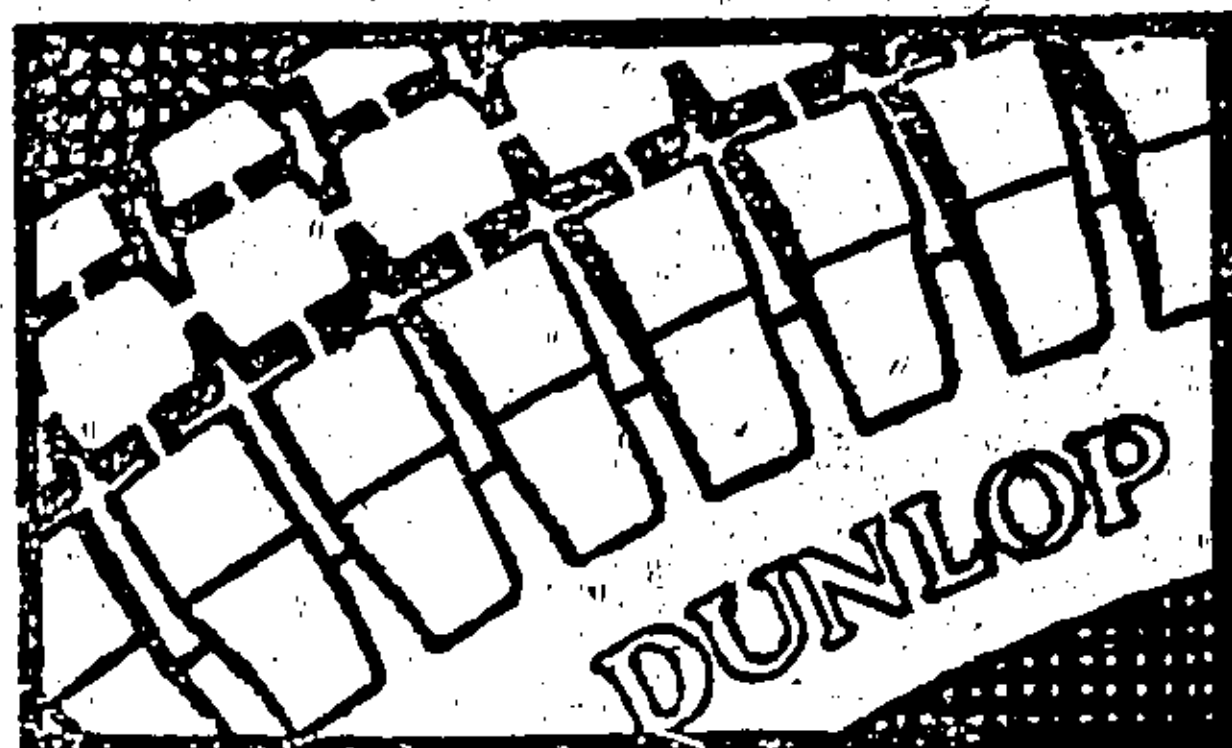
"SINGER"

SENIOR—12 H.P.
5 SEATER TOURER...H.K.\$2,600.
"JUNIOR"
4 SEATER TOURER...H.K.\$1,750.
Call on us for specification
and demonstration.

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WHEN ladies started cycling thirty-one years ago they rode on Dunlop tyres. And the lady cyclist of these days accepted Dunlops as a matter of course. You wanted a pneumatic tyre—you ordered a Dunlop. A Dunlop tyre was no novelty to them. Simply because even at that time Dunlop had been making tyres for ten years. To-day, of course, Dunlop have been makers—and the leading makers—of pneumatic tyres for forty years. There's a deal of experience to be gained in forty years of tyre making for every kind of vehicle running on every kind of surface, and at speeds ranging from the 20 miles per hour of the early motor carriages to the 203.8 miles per hour of Segrave's Sunbeam.



Only DUNLOP Experience covers
the whole history of the
pneumatic tyre

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A NEW INVENTION FOR MOTOR
CARS AND MOTOR VEHICLES OF
ALL KINDS, GARAGES, REPAIR
SHOPS, ETC.

PRICE—£1-5-0 POST FREE.

AN INDISPENSABLE DEVICE FOR
LOCATING SOUNDS CAUSED BY
DEFECTS IN MOTOR ENGINES AND
ALL MOVING MECHANISMS.

WRITE FOR FREE TRIAL.

MOTOR SUNDRIES COMPANY,
24-25, Great Russell Street,
London, W.C. 1, England.

MOTOR NOTES.

GRADUAL-PAYMENT MOTOR REPAIRS.

In these days when almost everything costing more than a few shillings can be bought on the hire-purchase system, it is strange that the scheme has not been adapted to motor-car repairs. Looking at it from an owner-driver's point of view, it would seem that there is some merit in the idea when extensive repairs or a complete overhaul become necessary. Nobody, says *The Light Car and Cyclecar*, would wish to be bothered by making monthly payments in settlement of, say, a £10 account, but it might be worth it to some people if the bill came to £20 or £30.

The repairer, of course, would require some kind of security before agreeing to the arrangement, and the agreement would have to be very carefully worded to prevent any trouble or ill-feeling arising if, after the work had been done, but before it had been fully paid for, it did not turn out to be quite satisfactory.

SCARING THE NOVICE.

Why do not all motor-car manufacturers devote attention to "clean-up" the appearance of their engines. Nothing is more calculated to scare away the novice or repel the old hand than an apparently jumbled mass of pipes and rods beneath the bonnet, says *The Light Car and Cyclecar*. It suggests complexity to the newcomer and offends the mechanical orderliness of the experienced driver. Whilst most English cars have wonderfully improved in this respect in recent years, there are some that still have a long way to go before they can be put up against the products of Continental factories. Why foreign manufacturers—and particularly the Italians—should have been allowed to obtain such a notable lead in this respect is difficult to understand. The mystery is deepened by the fact that for clean lines British motor-cycles have no equal.

THE INSECT.

Owner of Austin Seven, after collision with six-wheeler lorry: "But do you mean to tell me that you could not see me coming on a straight piece of road like that?" Lorry Driver: "Sorry, guv'nor, fort it were a fly on me wind-screen!"—J. OSBORNE, in *The Motor*.

BUDGET ENCOURAGEMENT FOR PNEUMATIC TYRES.

The rebate in the licence duty which the Chancellor of the Exchequer proposes to make in the case of a commercial motor vehicle which is equipped with pneumatic tyres is certainly a step in the right direction, but, in our opinion, says *The Commercial Motor*, it is not quite large enough. Take the case of a 5-ton goods vehicle. This is taxed at £20, and the result of equipping it with pneumatic tyres all round would be a reduction in the duty of only £12. As the cost of conversion to pneumatics may be £100 or more, there may still not be sufficient inducement to owners to change the equipment, but we must, of course, consider the matter from other points of view as well. The reduction in tax will certainly not be only financial gain. The potential money-earning value of a vehicle on pneumatic tyres is considerably enhanced, not only because traders consider that goods carried by such vehicles are less liable to damage, but from the fact that much greater mileages can be covered.

A NEW "STEAMER."

CARRIES 10-12 TONS OVER
ROUGH GROUND.

Turning for a moment to developments in steam propelled vehicles, the Sentinel Waggon Works, says a Home circular, have introduced a new heavy duty, high speed 3-way tipper, mounted on their rigid six-wheeler, which will undoubtedly commend itself to hauliers whose work calls for self-emptying vehicles capable of manœuvring over rough ground. The new model is known as the Sentinel D.G.T. and its maximum (Continued at foot of next column.)

BRITISH MOTOR CYCLES.

SOME RECENT TRIUMPHS. IN EUROPE AND AUSTRALIA.

A 277 c.c. Triumph model "W" motor cycle ridden by Victor Barclay recently established a new record between Melbourne and Sydney, beating the previous record by 1 hour 17 min. and former records set up by 350 and 500 c.c. 500 and 1,000 c.c. sidecar machines. Barclay's time for the journey was 52 min. less than the Melbourne-Sydney express, a remarkable achievement for such a small machine which weighs but 195 lb. fully equipped.

British motor cycles had a magnificent record of successes in the Continental events throughout 1927, and a perusal of the results makes heartening reading. It is clear that Continental manufacturers have not yet drawn abreast of British design. With regard to export trade during the year, competition from American manufacturers is still of great importance and in both Germany and France public attention has been directed towards motor cycles to a largely increased extent. This is borne out by the proposal to hold separate exhibitions for cycles and motor cycles in those countries for 1928 and onwards, so that in close association there will be shows in London, Paris and Berlin.

In the recent Austrian "T.T." race an A.J.S. machine gained a well deserved second place in the 500 c.c. over a very tortuous route. The course was a very difficult one with numerous bends and curves, and in some places the road surface was terribly bad.

This make has also been prominent in the newly established Dirt Track racing near London. At Stamford Bridge, for instance, Hudspeth on a 348 c.c. A.J.S. won from the redoubtable Gus Kuhn. At this particular meeting there were some 30,000 spectators and it appears as if the new sport were going to challenge seriously the popularity of greyhound racing.

TIGER AND FLY PAPER.

MOTOR PIONEER'S HUMOROUS EXPLOITS.

The first man to go through Burma by motor-car, Mr. Francis Birtles, the intrepid Australian explorer who is crossing the world from London to Melbourne in a 14 h.p. Bean, gives some amusing impressions of his exploits in an interview at Rangoon.

"Once in the Persian hills," he said, "when I was snowed up for half a day, Dacoit brigands came charging down from the mountains, eyed my blankets and my spare Dunlops, and made off with the blankets. I'd rather they'd stolen a tyre, for I haven't had a puncture yet and with several feet of snow on the ground blankets are a lot more useful than the best tyre ever made."

"It was impossible to follow the Dacoits through the snow. I was unarmed on principle, for a Dacoit will kill you at once for any firearms you've got, so I had to drive on all night, to keep myself from sleeping and freezing to death. Dacoits are disagreeable compared with blacks whom I know from A to Z. The Afghan is fierce and the Persian is polite. But their bullets all hit the same."

"I don't mind tigers. Coming through Burma I have kept the tigers off with fly-paper. I spread a dozen fly-papers round my camp at night and turn in quite peacefully, for the tiger is an animal of dignity and no dignified creature would dare to face a human being after squinting down upon a sticky fly-paper."

"A knowledge of psychology, you see," Mr. Birtles concluded with a twinkle in his eye, "is indispensable to the pioneer."

load capacity is 10-12 tons of a load such as sand. The tipping mechanism is very simple, consisting essentially of a vertical tipping cylinder rigidly mounted in the chassis, open at its top end and having working in it a ram. The ram is connected to the underside of the lorry by means of a ball-ended connecting rod, the arrangement being such that pressure under the ram causes the body to rise.

MR. CHRYSLER'S CAR DEAL.

THREE-DAYS TALK IN HOTEL.

PRINCIPAL SHUT OFF FROM WORLD.

NEW YORK. Few transactions in the financial history of the world have been carried through with greater simplicity than that which marked the merging of the two great motor-car companies of Dodge and Chrysler, with their united capital of \$20,000,000.

Mr. Clarence Dillon, of the New York banking company, Messrs. Dillon, Read, and Co., which headed the syndicate purchasing the "Dodge" interests for \$20,000,000 in May, 1925, returned from Europe only two weeks ago. He met Mr. Walter P. Chrysler at luncheon in a city club and the conversation drifted to motor-cars.

They discussed the companies in which they were interested, and the talk lengthened as the two men discovered that each company had something in "engineering skill or in distribution ability that the other needed. They agreed to send engineers and accountants to study the respective plants in a preliminary survey."

Experts Meet.

These experts met in Detroit and worked out statistics covering all phases of the two great industries. They brought their figures and facts to New York, presenting Mr. Chrysler with information about Dodge cars and Mr. Dillon with that relating to the Chrysler plant.

This armed for investigation, the two financiers engaged a hotel suite and shut themselves off from the world for three days. No lawyers or accountants were invited to attend.

At the end of the three days the merger had been worked out and accepted as satisfactory by both sides. It is probably the first time in history that such a big deal has been arranged so informally.

Out Prices.

The amalgamation of the two companies will make a new rival to the General Motors and Ford companies. It is already hinted that this present deal is but a prelude to an ever bigger combination in the motor-car world, designed to challenge still further the supremacy of the present leaders.

The Dodge Corporation will lose its financial entity. Mr. Chrysler becomes chairman of the new board and Mr. Dillon chairman of the finance committee.

The amalgamation comes at a moment when competition is extremely aggressive, when the various companies are striving to outsell each other in improved models and cut prices.

SHARE PURCHASE.

ACQUISITION COSTS
CHRYSLER \$24,000,000.

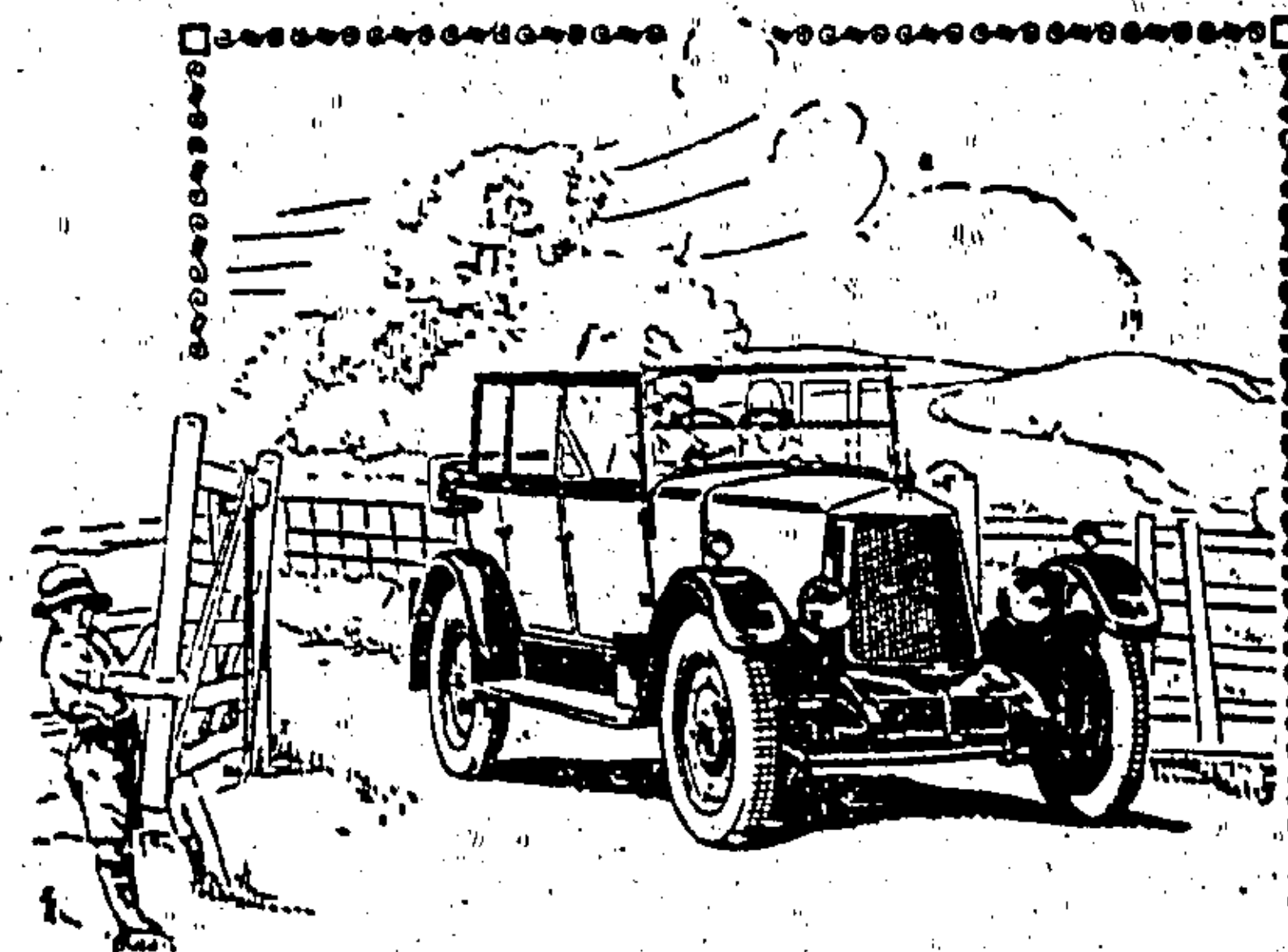
NEW YORK. The absorption of Dodge Motors by the Chrysler Corporation will produce a company with an estimated combined annual output of 700,000 cars, as compared with General Motors' output of 1,500,000 in 1926. It will leave the Ford Company as sole rival for second place in the motor field.

The Chrysler Company will give one Ordinary share for every Dodge Preference share, one Ordinary for five Dodge "A" shares, and one Ordinary for 10 Dodge "B." It will assume control of \$11,400,000 worth of Dodge Debentures, thus absorbing the company at a cost of about \$24,000,000. The Chrysler Company will withdraw its Preference shares, issuing additional Ordinary at 21s. 6d. in payment, and giving valuable rights to shareholders.

NEW 'BUSES FOR SHANGHAI.

Twenty of the latest type of Express gear-driven omnibuses will soon be appearing on the streets of Shanghai in the service of the Chinese General Omnibus Company. They have been specially built by Tilting-Stevens, Ltd., in England, and are equipped with a 29-70 horse-power engine and Dunlop giant pneumatic tyres.

The most up-to-date type of body is to be fitted, holding 32 passengers and equipped with electric light.



Armstrong Siddeley Six-Cylinder Quality

Study this new 18-50's distinctive appearance, roomy, ride-easy seats and slashing top-gear performance. It is built to better in price and performance anything in its class—British or Foreign.

FULL PARTICULARS FROM

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PEDIGREE

even in these democratic days,
counts for something,
and when you realise that



is but the younger brother of a
Family with a world-wide reputation,
for Strength, Reliability and Beauty,

you will undoubtedly wish to have
full particulars of all the Members
of this wonderful Family of Cars.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 14, Chater Road,
Telephones: C. 27 and C. 2587.

[A.P.R.11]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	On 27th June, 10 a.m.
SHANGHAI & HONGKONG	On 28th June, 5 p.m.
SWATOW & SHANGHAI	On 29th June, Noon
SHANGHAI & TIENTSIN	On 30th June, 4 p.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	On 1st July, 6 a.m.
SWATOW & BANGKOK	On 1st July, 1 p.m.
SWATOW & SHANGHAI, NEW	On 2nd July, Noon
SWATOW & DALY	On 2nd July, 6 p.m.
AMOI, SHANGHAI & TIENTSIN	On 4th July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	On 5th July, 10 a.m.
HONGKONG, PAKHOI & HAIKOW	On 5th July, Noon
SWATOW & SHANGHAI	On 7th July, 6 a.m.
SHANGHAI & TIENTSIN	On 7th July, 9 a.m.
AMOI, SWATOW & SINGAPORE	On 8th July, 1 p.m.
SWATOW & BANGKOK	On 8th July, 1 p.m.
SWATOW & SHANGHAI, NEW	On 9th July, Noon
SWATOW & DALY	On 9th July, 6 p.m.
AMOI, SHANGHAI & TIENTSIN	On 10th July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	On 14th July, 4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To:
\$80 SINGLE and \$90 RETURN.
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 CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

DESTINATION	DATE	TIME
TAIPING	10th July	17th August
CHANGTE	7th August	14th September
TAIPING	14th September	16th October
CHANGTE	9th October	

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Sailings from Hongkong:

"HELENUS"	Via Suez Canal	29th June
"CITY OF OSAKA"	Via Suez Canal	13th July
"DARDANUS"	Via Suez Canal	27th July
"CITY OF EVANSVILLE"	Via Suez Canal	10th August
"LYCAON"	Via Suez Canal	24th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

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AND NEW YORK

M.V. "CHINESE PRINCE" ... 1st July
 M.V. "MALAYAN PRINCE" ... 25th July

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FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
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MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles
 PAUL LEBON ... 3rd July
 ANDRE LEBON ... 17th July
 CHERONORAU ... 31st July
 PORTHOUS ... 14th Aug.

From Dunkirk, Antwerp, London
 LT. ST. LOUBERT ... 22nd July
 BIE (Cargo) ... 22nd July

For Shanghai, Japan and North China
 LT. ST. LOUBERT ... 22nd July
 BIE (Cargo) ... 22nd July

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
 Telephone: C. 651 and 740.

For Shanghai and Japan
 PAUL LEBON ... 3rd July
 ANDRE LEBON ... 17th July
 CHERONORAU ... 31st July
 PORTHOUS ... 14th Aug.

For Marseilles
 SPHINX ... 3rd July
 ANGERS ... 17th July
 PAUL LEBON ... 31st July
 ANDRE LEBON ... 14th Aug.

For Rotterdam, Hamburg, Dunkirk
 SLEKIANG (Cargo) 1st week July

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 25th.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Haiphong and Hoibow, with a general cargo, lying at buoy No. C44.—Shun Tai S.S. Co.

Daiichi Maru, Japanese str., 1,682 tons, Capt. T. Torii, from Port Redon, which port she left on June 21st, lying at Kowloon Bay.—M.B.K.

Heng Chung, Chinese str., 1,111 tons, Capt. M. Wikman, from Saigon, which port she left on June 21st, with rice and general cargo, lying at buoy No. C41.—Hock Guan Hong.

Matsuyama Maru, Japanese str., 4,357 tons, Capt. J. Fujisawa, from Hamburg and Singapore, the latter port she left on June 19th, with a general cargo, lying at buoy No. A6.—N.Y.K.

Remscheid, German str., 3,018 tons, Capt. d'Almeida, from Singapore, with 1,000 tons of general cargo, lying at Kowloon Wharf.—Melchers & Co.

Taiwan, British str., 6,154 tons, Capt. P. W. Rowe, from Oauka and Amoy, with a general cargo, lying at Kowloon Wharf.—Mackenzie & Co.

Tai N. Ma, Chinese str., 402 tons, Capt. Chan Foo, from Vuchow, with a general cargo, lying at Tai Hing Wharf.—Tin Hing & Co.

Vinivale, Italian motor ship, 5,355 tons, Capt. Eolo Chierico, from Shanghai, which port she left on June 22nd, with a general cargo, lying at buoy No. A52.—Dodwell & Co.

June 26th.

Diomed, British str., 6,337 tons, Capt. T. R. Ireland, from Dairen and Shanghai. The latter port she left on June 23rd, with a general cargo, lying at buoy No. B24.—B. & S.

Genoa Maru, Japanese str., 6,849 tons, Capt. R. Kamekawa, from Japan and Shanghai. The latter port she left on June 2nd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Greyhound, British motor ship, 3,822 tons, Capt. R. L. Hughes, from Woomung, lying at buoy No. A1.—Dodwell & Co.

Hanoi, French str., 630 tons, Capt. L. Cruchot, from Port Bayard, with a general cargo, lying at buoy No. C46.—M.M.

Kenkyn Maru, Japanese str., 3,172 tons, Capt. M. Fujishige, from Sakito, which port she left on June 20th, lying at buoy No. B31.—Y.K.K.

Kiungchow, British str., 1,545 tons, Capt. R. Ritchie, from Bangkok and Kotsichang, with rice and general cargo, lying at buoy No. B13.—B. & S.

Mirapora, British str., 6,134 tons, Capt. C. C. Dickinson, from Japan and Shanghai. The latter port she left on June 22nd, with 40 tons of general cargo, for Hong Kong and 1,507 tons in transit, lying at Kowloon Wharf.—Mackenzie & Co.

Linnar, British str., 1,356 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B34.—B. & S.

(Continued on next Column).

PASSENGERS.

Departures.

The following first class passengers left on June 26th by the A.M.L. liner *President Jackson* for Seattle via ports:—Mr. W. W. Brotherton, Mrs. W. M. Downes, Miss E. Downes, Mrs. R. Hain, Mr. A. Matsumoto, Mrs. B. T. Ross, Mr. P. C. Smith, Mr. G. W. Parsons, Mrs. Grace Parsons, Mr. Geo. Reindal, Lt. J. M. Ross, Mr. C. Feltman, Mrs. E. Feltman, Mr. L. Feltman, Mr. W. T. Stanton, Mr. H. V. Stokely, Mr. H. C. Chun, Mr. S. A. Cassambhoy, Mr. Leung Iew Nam, Mr. and Mrs. E. D. Nash, Mr. W. W. Baer, Mrs. K. H. Aumuller, Mr. Chan Siu Sai, Mrs. Shan Tai Tai, Tam Mon Hin, Mr. A. Brearley, Mr. C. M. Patton, Miss S. W. Steward, Mr. Chow Niu Pang, Mr. Jay Ching, Mr. Wum W. Lee, Mr. C. N. Fuson, Mr. Wm. Fuson, Mr. and Mrs. J. C. Alves, Mr. D. M. Ames, Mr. N. Goddard, Mr. P. E. Jones, Mr. M. A. Voy, Mr. G. F. Sheeklen, Father Pedro Zunzarren, Mr. A. A. Bryan, Mr. S. Hechla, Mr. Wm. L. Moran, Capt. Isaac I. Yates, Mrs. Clarice Yates, Miss Clarice B. Yates, Miss Phyllis Yates, Mr. J. M. Hyles, Mr. and Mrs. V. B. da Silva, Mr. T. K. Yung, Mr. K. K. Lo, Mr. S. C. Wong, Mr. Wong Kwong Cheung, Mr. Lau, Tai Chaw, Mr. G. S. Jong, Mr. and Mrs. K. H. Gung, Miss P. C. Wong, Mrs. Fong Shiu Man, Mr. and Mrs. Russell, Mr. Walker Sze, Mr. Lee Pak Mee, Mr. Chun San Ping, Mr. Ma Kat Tong, Mr. S. C. Tsen, Mrs. Emma B. Lawler, Miss B. Lawler, Mr. M. Seng, Mr. and Mrs. F. A. Peters, Mrs. T. B. Campbell, Mr. Tang Chiu, Mr. Tee Kam She, Miss D. Ames, Mr. Ben W. Fuson, Mrs. C. G. Fuson, Dr. and Mrs. R. J. McCannell and three children.

The following passengers left by the s.s. *Korea Maru* for San Francisco via Shanghai and Japan ports, on June 26th:—Mr. S. Shinnti, Mr. J. Takahashi, Mr. N. Iwata, Mr. C. Tsurutani, Mr. R. M. da Rocha, Mr. S. Nakagawa, Mr. C. Hyodo, Mr. J. Woldstad, Mr. Chan Chi Hon, Mr. Wong Wing Fat, Mr. Yau Tam Shui, Mr. Tsui Mook For, Mr. K. I. Lee, Mr. A. L. Tsai, Mr. Lau Tsing Woh, Miss Lau Tsing Woh, Mr. Rim Cheku Tsui, Miss Lau Wai Chi, Miss Lau Shau Chang, Mr. F. F. Tavares, Mr. P. Watkinson, Mr. A. Xavier, Mr. and Mrs. A. F. Gladstone, Mr. A. P. Tannenbarm, Mr. K. Getz, Mrs. L. C. da Silva, Mr. and Mrs. G. W. C. Sharp, Mrs. E. J. Ansley, Mr. and Mrs. L. G. (Continued on next Column).

The following passengers left by the s.s. *Atsuta Maru* for Japan, via Shanghai:—Mr. K. Masumoto, Mr. K. Kusanagi, Mr. Ikegaki, Lieut. Comdr. S. Anzaka, Mr. K. Hara, Mr. and Mrs. M. M. Parker, Mr. P. Gasille, Mr. L. M. Gasille, Mr. S. Ono, Prof. K. Nomura, Mr. Y. Araki, Mr. N. Morita, Mr. and Mrs. S. Kure, Mr. N. Kozaka, Mr. J. Watsui, Mr. R. Tainokake, Miss L. M. Olsen, Baroness L. Aloisi, Baron P. Aloisi, Miss G. E. Mathias, Miss C. Hoss, Mrs. K. Mori, Mr. and Mrs. Y. Nakatsuka, Mr. S. Mitsuse, Mr. M. Yamamoto, Mr. K. Aijima, Mr. Y. Takahashi, Miss M. Miwa, Miss K. Sakamoto, Mr. F. M. Brito, Mr. Chun Ah Tung, Mr. Lam Man Chin, Mr. M. Inouye, Mr. J. Daikubara, Mr. J. Watanabe, Mr. S. Fujimura, and Mr. and Mrs. J. J. P. Coelho.

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CANADIAN PACIFIC

S.S. "EMPRESS OF RUSSIA"

WILL SAIL FOR

MANILA

TO-DAY,

Wednesday, June 27th

AT

5 P.M.

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES

\$180, \$212, \$210, \$202, \$233; via SAN FRANCISCO.

\$3440, \$3420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHANTOU MARU Tuesday, 10th July

SIBERIA MARU Tuesday, 24th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HARUNA MARU Saturday, 30th June

KAMO MARU Saturday, 14th July

KATORI MARU Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th July

MISHIMA MARU Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

+ GENOA MARU Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU Thursday, 12th July

NEW YORK and/or BOSTON via PANAMA.

+ TAKAKA MARU Wednesday, 4th July

LIVERPOOL via Port Said, Genoa & Marseilles.

+ DUBBAN MARU Tuesday, 10th July

CALCUTTA via Singapore, Penang & Bangkok.

+ RANGON MARU Saturday, 30th June

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

+ TOTTORI MARU (Mojito direct) Sunday, 1st July

+ CEYLON MARU Monday, 9th July

+ KASHIMA MARU Monday, 9th July

+ Cargo only.

Subject to alteration without notice.

For further information, apply to—

NIPPON YUSEN KAISHA

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 5th July, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.YESTERDAY'S FREIGHT
RETURNS.

LOCAL IMPORTS GOOD.

THROUGH CARGOES TOTAL
47,000 TONS.

General merchandise for Hong Kong was good but through cargoes showed an exceedingly high total of over 47,000 tons. Five of the seven foreign vessels carrying through cargo had totals of over 6,000 tons. British vessels were best importers, but two foreign vessels were best through cargo carriers.

Twenty arrivals and sixteen departures were recorded of which eight arrivals and five departures were British vessels.

Seventeen ships discharged cargo for Hong Kong amounting to 15,181 tons. Seven British ships contributed 9,073 tons, and the two best returns were shown by two British ships with cargoes of rice. The s.s. *Lyemoo* from Saigon had 2,471 tons, and the s.s. *Wing Chow* from Bangkok and Kosiokang discharged 2,173 tons.

Through freights carried by twelve ships totalled the unusually high figure of 47,021 tons. Five British ships carried 9,684 tons, while seven foreign vessels carried the remaining 37,337 tons. The best carriers were the s.s. *Matruyo* from Hamburg and Singapore with 7,753 tons, and the s.s. *Nanking* (Swedish) from Yokohama and Shanghai with 7,472 tons. Messrs. Gilman & Co. are the agents of the latter vessel.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	8	5
Japanese	9	4
Norwegian	1	1
Chinese	5	4
Dutch	1	0
German	1	0
American	0	1
Italian	1	1
Swedish	1	0
Total	20	18

VESSELS EXPECTED.

American Mail Line.

President McKinley, July 2nd.

Australian-Oriental Line.

Taiping, July 10th.

Changteh, August 7th.

Bank Line.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Khartoum, August 4th.

City of Halifax, August 17th.

City of Lincoln, September 14th.

City of Glasgow, September 29th.

City of Eastbourne, October 10th.

Ben Line.
Benary, June 30th.

Blue Funnel Line.

Atrous, to-day.

Glaucon, to-morrow.

Antiochus, June 29th.

Proteus, July 3rd.

Philoctetes, July 8th.

Lycan, July 10th.

Hector, July 11th.

Ningchow, July 16th.

Rhezenor, July 20th.

Achilles, July 21st.

Perseus, July 24th.

Tulthibius, July 24th.

Thecus, July 25th.

Dardanus, July 27th.

Aeneas, July 30th.

Bellerophon, August 6th.

Chemos, August 8th.

Zeus, August 14th.

Asterion, August 22nd.

Serpent, August 23rd.

Tyndarus, September 2nd.

Orestes, September 2nd.

Eurylochus, September 8th.

Menelaus, September 14th.

Machanon, September 19th.

Attyanax, September 23rd.

Matoppe, September 29th.

Adrasius, October 17th.

Antenor, October 18th.

British-India and Apcar Line.

Takada, July 3rd.

Talamba, July 8th.

Tama, July 8th.

Taktiva, July 16th.

Santia, July 29th.

Canadian Pacific Line.

Empress of Asia, July 9th.

East Asiatic Co., Copenhagen.

Peru, July 6th.

Danmark, July 13th.

Siann, July 20th.

Java, July 24th.

Dollar Steamship Line.

President Polk, June 30th.

President Taft, July 2nd.

Eastern and Australian Lines.

St. Albans, to-morrow.

Ararura, July 8th.

Tanda, August 6th.

Glen Line.

Glenshane, June 29th.

Cardiganhire, July 13th.

Pembrokehire, July 13th.

Glenogly, July 20th.

Glenamoy, August 10th.

Carmarthenhire, August 20th.

Hamburg-America Line and

Hugo Stinnes Line.

Oldenburg, July 7th.

Saarland, July 19th.

Uarda, July 27th.

Heidelberg, August 7th.

Scheer, August 22nd.

Java-China-Japan Line.

Tjileboet, to-morrow.

Jisalak, July 2nd.

Tjiondani, July 5th.

Tjiaeroen, July 6th.

Tjikiini, July 18th.

Tjiaeroem, July 18th.

Tjikembang, July 19th.

Tjimanock, July 30th.

Messageries Maritimes.

Paul Leat, July 3rd.

Sphinx, July 3rd.

Andre Lebon, July 17th.

Lt. St. Loubert-Bie, July 22nd.

Ouennecaux, July 31st.

Portbos, August 14th.

Norddeutscher Lloyd, Bremen.

Colfens, July 2nd/3rd.

Ludwigshafen, July 19th.

Fulda, July 30th.

Oder, August 15th.

DAILY WATERFRONT
NEWS.

BOATWOMEN FINED.

[BY LONGSHOREMAN.]

Li Sai and Chan Ng, two Chinese boatwomen appeared before Comdr. J. B. Newill, R.N., D.S.O., at the Marine Court yesterday morning at the instances of Captain Isabert of the s.s. *Kiangsu* for making fast to his vessel while the ship was under way.

The two defendants pleaded guilty and each was fined \$10.

Death Aboard "Empress of Russia."
The death of a male steerage passenger was reported by the R.M.S. *Empress of Russia* on June 18th. The vessel arrived from Vancouver and Shanghai.

Fell Into Ship's Hatchway.
The comrade's servant on the s.s. *Hupei* fell into the ship's hatchway while the ship was undergoing repairs at the Taikoo Dockyard. He was admitted to the Government Civil Hospital suffering from serious injuries.

Asiatic Deck Passengers.
Twelve vessels brought 3,057 Asiatic Deck Passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.41 a.m.	7.11 p.m.
To-morrow	5.41 "	7.11 "
Friday	5.41 "	7.11 "

Nippon Yusen Kaisha.

Haruna Maru, June 29th.
Hangoon Maru, June 30th.
Shingo Maru, July 3rd.
Takakura Maru, July 3rd.
Durban Maru, July 6th.
Kamakura Maru, July 11th.
Kamo Maru, July 13th.
Siberia Maru, July 17th.
Aki Maru, July 24th.
Tatsumi Maru, July 25th.
Katori Maru, July 27th.
Bingo Maru, August 1st.
Taiyo Maru, August 1st.
Atsuhima Maru, August 21st.

Peninsular and Oriental.

Novara, June 30th.
Nellore, July 3rd.
Kashmir, July 5th.
Khyber, July 6th.
Kidderpore, July 12th.
Alipore, July 17th.
Buzputana, July 19th.
Bawalpindi, July 21st.
Nankin, July 28th.
Kalyan, August 2nd.
Naldora, August 10th.
Kashgar, August 30th.
Morea, September 13th.
Khiva, September 27th.
Macedonia, October 12th.
Malwa, November 5th.
Mantua, December 7th.

Princes Line.

Chinese Prince, July 1st.
Malayan Prince, July 25th.
Swedish East Asiatic Co., Ltd.
Agre, July 11th.

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"CITY OF TORIO" Harve, London, Rotterdam & Hamburg ... 25th July
"CITY OF PEKIN" Harve, London, Rotterdam & Hamburg ... 25th August

BOSTON, NEW YORK & BALTIMORE

"CITY OF OSAKA" via Suez Canal ... 19th July
"CITY OF EVANSVILLE" via Suez Canal ... 10th August
"CITY OF HALIFAX" via Suez Canal ... 9th Sept.

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"FORBESBANK" via Suez Canal ... 20th July

MAURITIUS & SOUTH AFRICA

"TINHOW" 7th August

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agos Bay (Port Elizabeth), Mossel Bay and Capetown.
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DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"NOVARA"	6,989	30th June	Mar. Ldn. Awp. Hall Rm. H'bg.
"KHYBER"	9,114	7th July	Marcelles, Ldn. Antwerp & Rou.
"KAWALPINDI"	10,619	21st July	Bombay, Marseilles and London.
"NANKIN"	10,000	26th July	Mar. Ldn. Awp. Hall Rm. H'bg.
"KASHMIR"	9,293	28th Aug.	Mar. Ldn. Awp. Hall Rm. H'bg.
"KIDDERPORE"	6,234	14th Aug.	Bombay, Marseilles and London.
"KALYAN"	10,658	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	10,000	1st Sept.	Mar. Ldn. Awp. Hall Rm. H'bg.
"KASHGAR"	9,003	10th Sept.	Mar. Ldn. Awp. Hall Rm. H'bg.
"MOREA"	10,953	13th Oct.	do.
"KHYBER"	9,114	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
"KASHGAR"	9,003	24th Nov.	do.
"MALWA"	10,948	8th Dec.	do.
"NALDERA"	10,000	22nd Dec.	do.
"MANTUA"	10,948	5th Jan., 1929	do.

* Cargo only.

† Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons.	From Hongkong (about)	Destination.
"TILAWA"	10,118	27th June 3.30 p.m.	Singapore, Penang & Calcutta
"TAKADA"	9,249	5th July	do.
"TALAMBA"	9,018	10th July	do.
"TALMA"	10,000	3rd Aug.	do.

EL-Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	29th June, 4 p.m.	Manila, Sandakan, Thursday
"ARAFURA"	6,000	3rd Aug.	Island, Townsville, Brisbane,
"TANDA"	6,956	31st Aug.	Sydney and Melbourne.

* Calls Port Holland and omits Sandakan.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu, Klang, Singapore, Tawau, Timor, Durban, or other ports as trade as induce most officers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS

